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One lump of ice  
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Add Sparkling Water.

### BACARDI GROG

One quart of Bacardi  
One quart of Fernet-Branca  
Use the grog, adding equal  
Part of very hot water.  
Serve with slices of lemon.  
Dissolve sugar in hot water.

### BACARDI HIGHBALL

Place a piece of ice in glass  
One glass of Bacardi  
Fill glass with Sparkling Water.

### BACARDI MILK PUNCH

One Glass hot Milk  
One tablespoonful of sugar  
A pinch of nutmeg  
The yolk of an egg  
A glass of Bacardi  
Beat up thoroughly the yolk of the  
Egg with the sugar  
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## SCOTTISH LETTER OUR GREAT NATIONAL MEMORIAL. PRINCESS MARY AND THE SHRINE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 22d.  
The scheme for the creation of the  
Scottish National War Memorial on  
Edinburgh Castle rock (which Princess  
Mary visited last week) is slowly but  
steadily taking shape under the direction  
of the Duke of Atholl's committee and  
the architect, Sir Robert Lorimer.  
A.R.A. It will be recalled that the  
design approved consists of the conversion  
of the old barrack building known  
as "Billings' Building" into a gallery  
of honour and the erection a shrine abut-  
ting against the north side of this old  
building. Considerable progress has been  
made with the reconstruction of the  
interior as the gallery of honour, and the  
proportions of the old building are lend-  
ing themselves to the purpose better than  
was anticipated. It is hoped before the  
winter to have the western half roofed in.

The great arch, nearly 30 feet high,  
that leads from this gallery into the  
shrine—the work of a young Edinburgh  
sculptor, Mr. Pilkington Jackson—is with  
its sculpture and carving already com-  
plete. The committee wisely thought that  
they could leave to the discretion of the  
architect of the Knights of the Thistle  
Chapel the selection of the artists and  
craftsmen with whom he wished to be  
associated in the carrying out of this  
great national work. The happy result  
is that Sir Robert Lorimer is surrounded  
by a sympathetic and capable band—men  
and women who served during the war—  
and who are all working with enthusiasm  
to make the memorial worthy of the  
memory of the hundred thousand of their  
countrymen who gave their lives. The  
shrine is to contain a series of seven  
stained-glass windows, each measuring  
about 3 feet wide by 16 feet high. Mr.  
Douglas Strzehan, LL.D., H.R.S.A., who  
has the work in hand, has evolved an  
appropriate and deeply impressive  
scheme for the treatment of these win-  
dows. Running round the shrine below  
the windows is to be a bronze frieze  
about 4 feet high, in very flat relief. In  
this frieze types of all who served are  
being represented—men and women,  
horses, mules, dogs, even the carrier  
pigeons are not forgotten. The designs  
and full-size drawings have been pre-  
pared by Mr. Morris Meredith-Williams,  
and the actual modelling is being car-  
ried out by Mrs. Meredith-Williams, who  
is responsible for a considerable propor-  
tion of the sculptured work in connection  
with the memorial. These artists, work-  
ing together, have had the most enthu-  
siastic encouragement, and assistance from  
Admiral Sir Reginald Tyrwhitt (till re-  
cently in command at Rosyth) and  
General Sir Walter Braithwaite, of the  
Scottish Command. Not only have these  
officers and many of their juniors paid  
repeated visits to Mr. and Mrs. Meredith-  
Williams' studios, and given the benefit  
of their expert advice and criticism, but  
the Admiral and the General have re-  
spectively selected fine types of men, who  
posed as models, as well as uniform,  
equipment, etc.

### MOTOR VESSELS FOR FAR EAST.

The motor vessel *Athelchief*, built by  
the Caledon Shipbuilding and Engineer-  
ing Company, Dundee, for the British  
Molasses Company, London, has carried  
out trials on the Firth of Forth, attain-  
ing a mean speed of 11½ knots. After  
lunch on board, Mr. Grant Barclay, of  
the Caledon Company, proposed the toast  
of "The Owners," which was replied to  
by Mr. Kielberg, who said the *Athelchief*  
was the first motor tanker which his com-  
pany had built, and the largest  
tanker owned by them. She was, he  
said, the first motor tanker built  
specially for the carriage of molasses.  
The propelling machinery, which is fitted  
aft, and was supplied by Messrs. John  
G. Kincaid & Co., Greenock, consists of  
two sets of internal combustion engines  
on the Burmeister and Wain-Harland  
and Wolff principle, each having six  
cylinders. The *Athelchief* will be fol-  
lowed by several other new tankers of larger  
dimensions, these being necessary to cope  
with the British Molasses Company's  
trade. Immediately after the completion  
of the trials the *Athelchief* left on a  
voyage to Java.

### SCRUM IT AGAIN!

This Summer has done very well by the  
cricket, the golfer, the tennis player,  
and the bowler. Football, ever eager for  
the resumption of play, has already got  
into its stride, and now the Rugby en-  
thusiast is counting the days till the first  
ball finds touch. The growth in popular-  
ity of this gritty game has been one of  
the post-war features of the sport world,  
thousands of spectators now being found  
where before 1914 hundreds, and even  
tens, were the rule. Ladies' evidently  
find in the game qualities of strength and  
manliness that win their admiration for  
they turn out Saturday after Saturday  
and follow play with the intelligent in-  
terest of the men at their side and the  
enthusiasm if repressed, of the boys  
round the roset.

The commercialism of Association foot-  
ball has, if anything, been accentuated  
since the war; and this, with rowdiness,  
has alienated the interest of many  
healthy-minded sportsmen. In Rugby  
football these find the game being played  
for sheer love of it, and played with a  
whole-hearted enthusiasm that could be  
(Continued at foot of next column.)

## SCIENCE AND GENESIS. SIR O. LODGE ON MAN'S DESTINY.

In connection with the visit of the  
British Association to Southampton,  
Sir Oliver Lodge addressed an audience  
which filled every seat in the Above Bar  
Congregational Church. His text was:  
"When I consider the heavens, the work  
of Thy hands, the moon and the stars,  
which Thou hast ordained, what is man  
that Thou art mindful of him?"  
It was at one time thought, he said,  
that the truths of religion were alien  
from the truths of science. That was  
now known to be absolutely impossible.  
The only question was whether we were  
in any respect mistaken. We might be  
mistaken in detail, but on the whole the  
general consensus of opinion travelled  
in one way. Dealing with his subject,  
"Atoms and Worlds," Sir Oliver said  
he believed it to be literally the case  
that our notion of the universe, en-  
larged, as it had been, by scientific study,  
yet fell beneath reality to an almost  
infinite degree. That reality, if we  
could perceive it, would be so overwel-  
ming that we were mercifully screened  
from it in the time of this mortal life.  
We appreciated things through our  
senses, the senses which the animals  
possessed. But we possessed a nascent  
power which was not theirs, the human  
mind, an instrument that screened us  
from a great deal of reality which, per-  
haps, had no material connection.  
All the great things were inferred,  
were mental, ideal. That was where  
reality lay. That was how we got our  
interpretation of the heavens. To-day  
marvellous things were happening in the  
interior of the stars. Some saw there  
a sort of continuous process of creation,  
the birth of matter still going on. "I  
believe," said Sir Oliver, "that creation  
is a continuous process, like evolution,  
a gradual constant emerging, not a thing  
that is one and done with, but a thing  
that is going on. In all these magni-  
ficent series of luminous bodies we detect  
the same laws as we are familiar with  
on the earth, the same chemistry, the  
same chemical atoms that vibrate and  
give off waves exactly as they do here.  
There is not one law for the Earth and  
another for Mars, Saturn, and Neptune;  
there is not one law for this solar  
system and another for another."

### AGE OF THE WORLD.

"Had we any idea how long the earth  
had lasted or how long it might con-  
tinue to last? At one time the age of  
the solar system was going to be limited  
to fifty million years. Now they were  
talking of fifty thousand million. The  
president of the British Association said  
he might have to be satisfied with ten  
thousand millions, but he wanted more.  
(Laughter.) It was a question of  
evidence. There must have been millions  
of millions of years. The only question  
was whether the earth was in existence  
then. "The Book of Genesis" is not the  
book of science," said Sir Oliver. "It  
is a wonderful book for presenting a  
poetic conception of the origin of things,  
a marvellous piece of inspiration. But  
it is not to be supposed that the actual  
details are among the things that are  
open to the human mind. We are ex-  
ploring the universe as a going concern.  
We believe it had no beginning; we feel  
it can have no end, but it is a going  
concern, and we are in it helping to  
shape the destiny of that part of which  
we belong. If man decides to exter-  
minate his species by suicide, by inter-  
national wars, he can do it. I don't  
think the Powers above will stop it. They  
could; but it would not seem to be in ac-  
cordance with the character of freedom.  
Man was meant to go right of his own  
volition; there is no coercion."

Having briefly described the structure  
of the atom, Sir Oliver said these things  
were overwhelming, but we had to realize  
that the material universe was not every-  
thing. There was the still higher uni-  
verse of mind, of love, character, of  
emotion, an ideal universe, which did  
not appeal to the senses. To understand  
the laws of astronomy needed years of  
study, but to feel the force of human  
affection needed no study at all. It  
was an affair of the spirit. Some things  
were hidden from the wise and prudent,  
and were revealed unto babes. Those  
were the big things in which the human  
spirit was at home. It was a formidable  
thought, the mystery of existence.  
"Here we are," said Sir Oliver, "and  
in some sense here we shall be for ever.  
We take with us our character, for bet-  
ter for worse, what we have made of  
ourselves here. That is what we go away  
with, that and nothing else, and with  
that, we shall continue to all eternity.  
God help us."

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out perhaps four fifteens in Scotland and  
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ment in the standard of play of this big  
body the game will remain the more or  
less dull affair it is at many grounds.  
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## LOCAL SPORT.

## INTERPORT BOWLS.

## HONGKONG DEFEAT SHANGHAI AT TAIKOO DOCKS.

In glorious weather and before a large attendance, the interport bowls match between the Colony and Shanghai was played yesterday afternoon at Taikoo. The green was in excellent condition, and at the commencement it probably played as fast as any green in Hongkong has ever done. As the sun set the green became heavier and our Shanghai friends did not seem to be able to gauge the difference in weight. The fault of the visiting No. 1 and No. 2 was that 75 per cent. of the time they were never up. The green drew well and truly on both hands, and the Shanghai players expressed themselves as very favourably impressed.

A photograph of the combined teams was taken before the game.

The teams turned out as advertised:—  
Hongkong:—C. Atkinson (K.D.R.C.), A. Clark (P.R.C.), G. Green (C.C.C.), J. Ferguson (Skip), (T.R.C.).

Shanghai:—F. I. Marshall (Shanghai Lawn Bowls Club), G. Johnston (Yangtze Club), T. G. Main (Shanghai Rec. C.), R. Phillips (Skip), (Shanghai Rec. C.).

Shanghai won the toss and their No. 1 threw a short head to score a good 2. They followed this with another 2 when the Shanghai skip showed his mettle. He failed on his opponent and gave the visitors another brace. Hongkong came into their own in the third head. Clark laid two beauties beside the jack; and though Phillips took the jack nearly up to the ditch Ferguson came in to score 2. The next head was a case of diamond cut diamond. Shanghai were lying and Green took the ball out to lie. Main followed suit, only to be taken out by Ferguson, while Phillips with his last shot took this out; the result was a dead heat. The home side levelled the scores in the 5th head by scoring a 3 for which Green was mostly responsible and they took the lead 5-5 at the next end, following this up with a 4 the result of splendid bowling by the home skip. Shanghai were unlucky in the next head a good shot by the skip taking the jack into enemy territory and letting Ferguson in to score 2, making the scores now 12-5. Shanghai at this stage developed an epidemic of being short all the time and leaving their skip a great deal to do. This cost them two more at the 10th head and another 2 at the 11th, the score being 12-5 for Hongkong at tea-time. In the 13th head Shanghai were lying 5, when Green saved 4 with his second shot. Shanghai's luck was altogether out for Phillips, in trying to take Green's ball out, just missed and took the jack to give Hongkong one shot.

The visitors looked like breaking their luck at the 14th when they built up a fine head only to find the home skip again in form and Hongkong brought their total to 25 with their opponents for the 15th time still on their unlucky 5.

The 17th head caused quite a sensation. The jack was taken right to the edge of the green by the No. 1's and Shanghai were lying 4 when Green put down a saviour on the brink. The Shanghai No. 3 took the jack into the ditch and it remained for him and the visiting skip to drive Green's ball into the ditch when they would take 5, as it was not touched. They failed, however, and only took one. At the 19th head they took 2 making the score 20-5 in favour of Hongkong.

Shanghai were completely outplayed. Ferguson played a wonderful game as skip and Green was good all through. Often when he was not in the picture he was doing well what his skip wanted him to do. Atkinson and Clark were good and indifferent in parts but when one was mediocre the other was good. On the other hand, Phillips had a very difficult proposition before him. His No. 1 and No. 2 were time and time again short and very often left him with a ball in draw on each side. The best man on the Shanghai side was Main. After Ferguson, he was probably the best player on view. Of course, Phillips was at a great disadvantage in not being supported by his No. 1 and No. 2 and he played some very fine shots. The Shanghai team did not seem to get the strength of the green at all after the sun went down. As the green got heavier they became shorter and shorter and there were some very poor heads.

Ferguson must take the honour. Main of Shanghai was the next best player in view, Green did what he was told well, and had a lot to do with Hongkong's success. The Shanghai skip was unlucky and some of the Clubs they play against this week will feel his weight.

Great praise is due to the Taikoo Club for the way they arranged for spectators and to the Bowling officials for the manner in which the game was controlled.

(Continued on next Column).

## STANDARDIZED SHIPS.

## EXPERIENCES DURING THE GREAT WAR.

In the Engineering Section of the British Association, Sir Archibald Denny, president of the section, in the course of his presidential address on "Fifty Years' Evolution in Naval Architecture and Marine Engineering," recently said that in no direction in connection with marine engineering had advance been greater than in the use of electricity on board ship. Swan and Edison invented the carbon-filament lamp about 1880, thus making domestic and ship lighting a possibility. He remembered while at Greenwich College seeing at the Crystal Palace, about 1881, an exhibition of Edison lamps supplied with current by a dynamo with electro-magnets almost as tall as himself and with a stray field so strong that it ruined all watches within several yards. What developments there had been since then!

With regard to naval architecture, Sir Archibald traced the development of accommodation from the days of the old sailing ship to the present time. They were all aware, he said, of the attempts to standardize the design of ships and their machinery during the war. In his opinion, that was not the wisest proceeding, and in any case he did not believe that standard designs such as were carried out at that time were suited for the requirements of peace. But if we were to maintain our national supremacy he was a firm believer in standardizing details in ships and machinery.

## TANK EXPERIMENTS.

"The Value of the Experimental Tank in Relation to Ship and Propeller Design" was the subject of a paper by Mr. E. R. Mumford, who described this value as high not only in securing the best possible designs for given conditions of size, speed, and service, but also in enabling speed and power for any conditions to be predicted within narrow limits. It had been suggested that Froude's surface friction data should be checked and large scale tests made to cover much longer ships and higher speeds; but, having regard to the proved accuracy of the existing data and the cost of carrying out the new experiments, the proposal could not be justified. The variation in results attained due to weather conditions was far greater than any possible error arising out of Froude's method and data.

Much work had been done with experimental tanks in an endeavour to determine the conditions which would give the highest efficiency to the screw propeller. There was need, however, for many more experiments, as, although the results obtained with model screw propellers in open water were very valuable, they could not be relied upon for synthetic construction of the propulsive efficiency of the ship, in association with the hull and with the resistance of the hull as augmented by the action of the screw. The aid of tank tests had also been sought to determine the effect of shoal water on speed, and it had been shown that at moderate speeds the resistance was greater in shallow than in deep water, while at high speeds the reverse was the case. Shaft extractions, rudders, periscopes on submarines, air resistance caused by superstructures generally, and the effects of the paddle compared with the screw had all been the subject of tank experiments, and methods had been indicated for reducing friction or resistance.

Many novel designs of propellers, including vane wheels, had been tested with the object of obtaining an improvement in propulsive efficiency. No success had been met with except in the application of the vane wheel design to vessels of moderate draught. The problems in connection with cavitation of propellers had not yet been solved, though certain methods of avoiding undue loss of efficiency from this cause had been indicated.

THE SCORE BOARD.	
Hongkong.	Shanghai.
1. C. Atkinson	1. F. I. Marshall
2. A. Clark	2. G. Johnston
3. G. Green	3. T. G. Main
(S.) J. Ferguson	(S.) R. Phillips
Heads.	Shots.
1	2
2	2
3	2
4	2
5	3
6	3
7	4
8	4
9	4
10	2
11	2
12	1
13	1
14	3
15	2
16	1
17	1
18	1
19	1
20	1
21	1
Total	25

SHANGHAI v. K.C.C.  
The visitors will play against the K.C.C. this afternoon. The teams:  
Shanghai:—1. A. McLeod, 2. H. Pratt, 3. R. Phillips, (S.) T. G. Main.  
K.C.C.:—1. J. E. Fraser, 2. A. D. Brown, 3. J. Hyde, (S.) J. Gibson.

## SELLING PAPERS.

## A HOME NEWSAGENT'S AMUSING LAMENT.

Probably there is no retail tradesman in England who receives so large a proportion of kicks to his peace as the long-suffering newsagent and bookseller, writes Mr. Frank H. Harris in *T.P.'s and Cassell's Weekly*. His customers are the most exacting of all customers, his business the most harassing of all businesses, and his profits are so small that they slip through his fingers in all directions.

Customers first. The retired colonel's wife who receives granulated sugar instead of lump in her grocery order vents her annoyance in a gentle and apologetic manner, compared with the devastating verbal storm which arises when the colonel finds he has the *Herald* for breakfast instead of the *Morning Post*. The lady is annoyed; but the colonel takes his misfortune as a personal insult, wantonly and maliciously perpetrated by the unhappy newsagent. His wrath is only equalled by that of the Labour gentleman who finds the *Morning Post* under his door instead of his beloved *Daily Herald*. He suspects and does not hesitate to accuse the newsagent of trying to undermine his political convictions. The real culprit wears an injured look upon his grimy countenance, as he shifts the bull's-eye from one cheek to the other and protests he "dunno 'ow it 'appened."

## THE MISSING PARCEL.

The newsagent rises at an hour when his customers are still peacefully slumbering. Down through the chill morning air he goes to the deserted station.

Then commences his daily race with time. Into the van he throws the bulky parcels from his wholesaler, containing the weeklies, monthlies and miscellaneous periodicals. On top of these go the various parcels of daily newspapers which come direct from the offices. Dealing hastily with them he yet notes that one parcel is missing—probably thrown out at the wrong station. Even as he starts his old Ford and races up the road he is rapidly thinking of his customers for that paper: who will accept a substitute for that day, who will storm and threaten, who will angrily cancel his order (and renew it next day)?

## ARRANGING THE "ROUNDS."

While he is still thinking he arrives at his shop, where he finds his boys waiting. One has not appeared this morning. That means a hurried re-adjustment of rounds. More worry, for each boy has had to learn his round, and to allot him part of another's customers means writing names and addresses on all additions to his usual route. Moreover, the boys do not receive their additional burdens with shouts of joy!

Explaining, encouraging—nay, even apologising—the newsagent rapidly makes up their bundles as he talks. There is twopenny to collect from one customer, another doesn't want his paper to-day as he is going away, yet another wants two copies for the next three days and will pay at the end of the week.

At length, though really in a very short time, the boys have departed with their rounds, and the newsagent proceeds to put aside papers for his early callers. This done he opens the wholesalers' parcels and starts to sort out the contents. Here again worries arise out of the mass of periodicals he separates with practised hands. That solitary twopenny back number has not turned up yet, though he has written several times about it. It will, of course, arrive eventually—when the customer will refuse to have it, having borrowed the copy from a friend. There are too many copies of this periodical and not enough of that one.

## FACE POWDER AND LITERATURE.

As he hunts amongst the contents of the parcels he overturns a pile of girls' papers, and out slide a number of packets of face powder given away with that number. The newsagent sighs, painfully collects the packets, puts aside those which have burst and covered the austere vicar's Literary Supplement with pungent perfume, and goes through the pile to reinsert the erring packets. Finally he gets the parcels done.

After breakfast he tackles accounts. It is now that the complexity of the business is revealed. A newsagent of necessity has a large number of customers whose individual accounts are small, but complicated by items of missed papers, double numbers, extra copies and such details, all concerned with peace. His business, in fact, is run on peace and he probably has to face more disputed items (peace again) than any other tradesman. Then there are the old papers to be sorted out and returned, and the checking of the intricate bills presented by the newspaper proprietors and suppliers has to be made up, and when it is realised that he probably handles two hundred and fifty different publications each week it is evident that the bookkeeping side of the business is no simple matter.

Then come the evening papers and the boys again, with a repetition of the morning rush on a smaller scale.

Finally, the hour when he can close the door, and aside his worries, fill his pipe, lie in his arm-chair, and glance at the morning paper for the first time that day!

## EX-ENEMY PROPERTY.

## CONFISCATION UNDER THE PEACE TREATY.

Mr. F. E. Bhuett Duff, of the International Law Association, London, writes as follows on the question of ex-Enemy Property:—

It seems highly desirable that attention should be drawn to the very serious injury to the credit of the City of London that has resulted from the operation of the "Charging Clauses" (296 and 297) of the Treaty of Versailles and the corresponding Clauses of the other Peace Treaties.

Under these Clauses the Allied and Associated Powers reserved the right to retain and liquidate all property rights and interests belonging to ex-Enemy nationals or Companies controlled by them, with their territories, colonies, possessions and protectorates, including territories ceded by our late signatories under the Treaties. The proceeds were to be devoted to the payment of private debts and public reparations, and the Enemy Governments were to compensate their expropriated nationals. As regards the Versailles Treaty these provisions were given effect to in this country by an Order-in-Council which came into force on January 10th, 1920, and which is administered by the Enemy Debts Department of the Board of Trade.

Now, without indulging in any false sentiment towards our late enemies, a twofold criticism can legitimately be levelled at this novel policy, bearing in mind the fact that its adoption has already financially produced serious results. In the first instance, the policy of "selling up" Alien Enemies who had perhaps been settled in this country for many years has reduced many of them to beggary as in some cases the utmost our own Government has been able to do for them is to reimburse them to the extent of £2 per £1,000, and it is estimated that this state of affairs will endure for the next six years. Indeed, the condition of affairs which arose out of this, section, the spectacle of suffering and affliction on people of British blood who had the misfortune to be married to ex-Enemy nationals, and an uneasy feeling that the whole principle is un-English, and savours of Bolshevik methods, eventually caused the Board of Trade to set up a Committee under Lord Justice Younger (now Lord Bessborough) to deal with hard cases. Some relief has been effected, but the powers of the Committee are far too circumscribed.

This was pointed out by the Rt. Hon. Sir Herbert Field, K.C., M.P., in a letter to the *Times* dated January 26th, 1923, following a question in the House put by him the previous night.

Secondly from the legal standpoint, the new policy is wholly indefensible. It is contrary not only to all established canons of International Law, but also to the Municipal Law of England. Lord Bessborough has stated that this embargo "charges one man's property with payment of another man's debts a result which no principle of law known to me can be invoked to support." Further, to the extent that the property here of an Enemy national is applied to the discharge of Enemy Government obligations, it charges in relief of the general body of their Co-Nationals, among whom are naturally found all our bitterest foes, the property of Enemy nationals who have with this country ties of birth or have trusted our credit or who otherwise have shown confidence in us by leaving their property in our hands."

And the following judicial dicta during the War may be quoted: "Whatever may have been the case in earlier times no one will now contend that the private property of Enemy Subjects found within the realm at the commencement of a war can be seized and appropriated by the Crown." (Lord Parker, 1916). "It is not the law of this country that the Property of Enemy subjects is confiscated. When property is restored they are entitled to it together with any fruits it may have borne in the meantime." (Lord Finlay 1918). "It is a familiar principle of English law that the outbreak of war effects no confiscation or forfeiture of Enemy property." (Lord Birkenhead, 1918).

It may be added that at the Stockholm Conference of the International Law Association (a representative body of all nations, of which Lord Reading is Honorary President), the following resolution was passed unanimously on September 9th, 1924: "That this Conference is firmly of opinion that the revival practice of warping states by which they confiscate the available private property of Alien citizens is a relic of barbarism worthy of the most severe condemnation. The French Delegation were in accord, and the United States have definitely set their face against the policy."

But I am not so much concerned with the question of principle as with practical results. For the first time the sacred trust of Bankers and other Institutions towards their clients has been interfered with by legislation and transfers of shares without the owners' signature rendered legal. British subjects have been paid in full but British credit has seriously suffered. In the past, foreign banks, merchants, and individuals, deposited their property here without any fear of danger and thus helped to make London the greatest international financial centre in the world.

Now, great uneasiness exists amongst foreigners. Political events likely to cause international friction lead immediately to heavy withdrawals of foreign funds. In case of a serious threat of another war, the effects would be most disastrous on the financial stability of the whole world.

To us it is specially important. For London is seeking to recover its position as the financial centre of the world. This can only be accomplished if all nations are convinced that money, even enemy money, is safe in London.

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## SCIENTIST'S VISION OF THE FLYING-BOAT OF 1935.

The flying-boat of the future, carrying 100 passengers at a speed of 100 knots, was described at a meeting of the British Association by Mr. Oliver Symmons.

He told the Engineering Section how this giant vessel, built with two decks, would make non-stop flights of 1,500 miles, or cross the Atlantic with one stop in thirty-six hours.

Mr. Symmons said he would feel that progress had been inordinately slow if his prophecy had not been justified by the end of the next decade.

Such a commercial machine would probably have an all-steel monoplane body of some 6,000 square feet wing area and 220ft. span. The power units would be housed in engine-rooms built into the thick wing some 20ft. from the hull, and the output from each room, at full revolutions, would be some 3,000 horse-power.

The hull would be arranged in two decks and provide spacious accommodation for a hundred passengers. The speed would exceed 100 knots, and the boat would undertake flights up to 1,500 miles without alighting.

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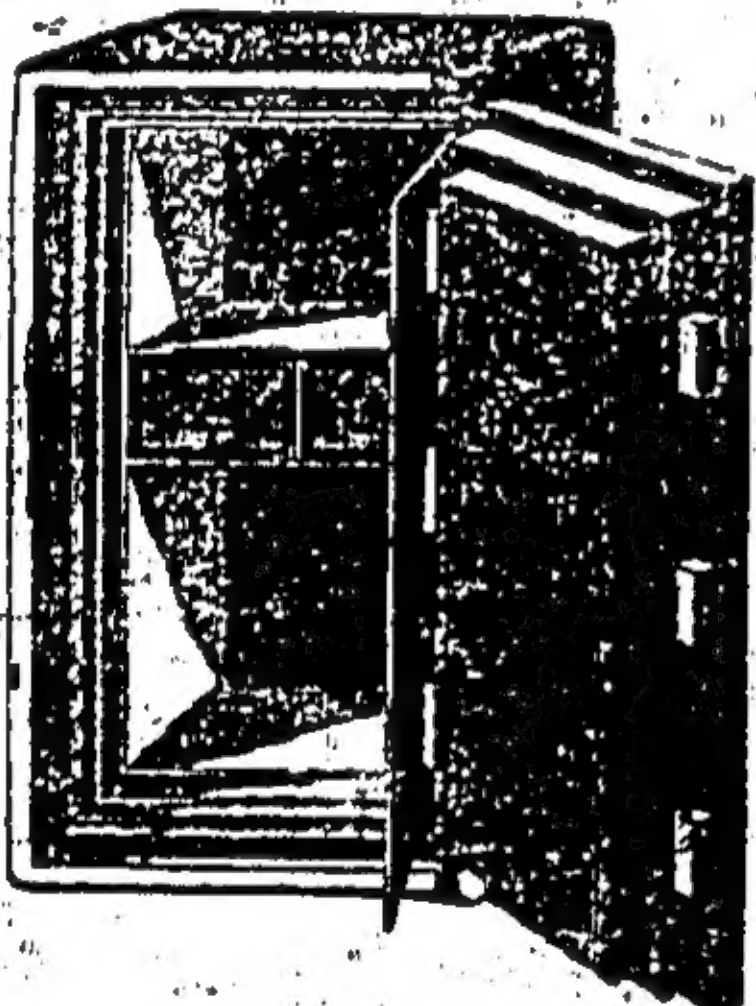
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## LOCAL RACING NOTES.

PROSPECTS FOR SIXTH EXTRA MEETING.

INCONSISTENT HANDICAPPING.

[BY ARDOR.]

After many days of anxiety, there seems little room for doubt that the sixth extra race meeting will take place on Saturday and Monday next.

Up till as late as Tuesday night there was some doubt whether it would be possible to clear the course of the mud and debris brought down from the hills by the recent rains.

However, the Public Works Department since Sunday have come nobly to the rescue and unless a big flood occurs before Saturday the meeting will take place according to schedule.

Though fields will be smaller than usual, two days' interesting racing can be confidently anticipated. In one sense the rain has been a blessing, in disguise as it has hampered training that no real trial gallop have taken place and those who follow form are very liable to meet with many sad rebuffs during the two days' racing.

## THE HANDICAPS.

The official handicapper has once again got the majority of us guessing as to how he arrives at his adjustment of weights, but as he has decided to remain officially unknown I have not had the temerity to interview him and seek enlightenment.

The task even of a staid handicapper is not a bed of roses—much less so that of one who frames handicaps without hope of reward.

However, following precedent, I shall attempt to point out the more glaring inconsistencies in the handicaps for Saturday, quoting past performances to point the moral.

In the Reading Handicap ("B" Class) 6 furlongs, we find:—Valiant 163 lbs., Jambu 161 lbs., Hailsham 147 lbs., Uncle Tam 152 lbs., Solly 145 lbs.

On May 30th these ponies met in the Chesham Handicap—also six furlongs—when the weights were: Valiant 150 lbs., Jambu 160 lbs., Hailsham 144 lbs., Uncle Tam 152 lbs., Solly 146 lbs. (1 lb. over-weight).

Jambu won by 2 lengths from Hailsham, Gaulie being third and New York fourth. On the previous occasion Valiant was in receipt of 1 lb. from Jambu. As a penalty for being unplaced, he has to concede 2 lbs. on this occasion.

Hailsham on May 30th received 15 lbs. from Valiant, he now receives 16 lbs. An explanation would be enlightening. At a glance the comparative weights are:—

	Now.	Then.
Jambu	161 lbs.	160 lbs.
Hailsham	147 lbs.	144 lbs.
Valiant	163 lbs.	150 lbs.
Uncle Tam	152 lbs.	152 lbs.
Solly	145 lbs.	146 lbs.

\*Carried 1 lb. overweight.

One further example of inconsistency must suffice. We will take the Beckhampton Handicap ("A") 14 miles and compare it with the Waterford Plate, run on May 30th and the June Handicap, decided on June 1st (all 14 miles):

	May June	30th 1st Nov.
Grey Knight	162	160
Golden Chrysanthemum	156	156
(Now Uncle Chick)	156	149
Loch Rannoch	150	150
Beanty Dahlia	149	144

On May 30th Grey Knight beat Golden Chrysanthemum by 3 lengths, with Loch Rannoch not in the first four. Time: 2.44.1.5.

On June 1st Golden Chrysanthemum won by 14 lengths from Saligia (160 lbs.) in 2.40.2.5.

The original weights in the June Handicap, won by Golden Chrysanthemum (now Uncle Chick), were Grey Knight (162), Golden Chrysanthemum (156), Loch Rannoch (150) and Saligia (155). The latter incurred a 5 lb. penalty for winning on the Saturday (May 30th).

The extraordinary manner in which Loch Rannoch is treated as compared with Golden Chrysanthemum—no mention to all others—has naturally been a puzzle to all who follow racing closely. Loch Rannoch is penalized 16 lbs. for being defeated!

## MACAO RACE COURSE.

According to the *Diario de Macao* satisfactory progress is being made with the arrangements in connection with the Race Course at Macao. The interested Company has been in negotiation with the authorities and there seem to be hopes of official sanction of the leasing of the large area on the East of the Barrier Gate. Negotiations have been proceeding for some time and definite proposals are expected at an early date.

## ALLEGED FORGERY.

EVIDENCE FOR CROWN IN CASE OF WONG WAI MAN.

The evidence for the Crown was completed yesterday afternoon at the Central Magistracy, before Mr. S. B. B. McElderry, in the case in which Wong Wai Man, a well-known Chinese merchant, appeared on remand from the previous day on a charge of forgery.

Defendant was charged on three counts: (1) With having uttered certain forged documents, concerning the transfer of 50 shares in the Hongkong and Kowloon Wharf and Godown Company, purporting to be signed as transferor by Wong Chik Co.; (2) With uttering forged documents for the transfer of 250 shares in the China Light and Power Company (1913), Ltd., purporting to be signed as transferor by Wong Lok Sin Tong; and (3) With uttering a forged document, namely a letter, to the Hongkong Electric Company, Ltd., purporting to be signed by Wong Chik Cho, requesting them to send all outstanding dividend warrants belonging to Wong Chik Co. to him care of Messrs. Moxon and Taylor.

All the charges are being taken under section 8 of Ordinance 11, of 1922.

Mr. T. S. Whyte-Smith (Assistant Crown Solicitor) prosecuted and Mr. F. C. Jenkin (instructed by Mr. Wadson) appeared for the defence.

Reports of the previous hearings have already appeared in the *Daily Press*.

Sub-inspector Doring stated that on September 10th he arrested the defendant at the General Post Office.

In answer to Mr. Jenkin, witness said he was given to understand that the defendant was doing duty at that time as a postal censor.

A Probationer Interpreter was called to give evidence as to reading the original charge to the defendant at police headquarters and with regard to the statement defendant made in reply.

## MR. JENKIN OBJECTS.

This statement was being put in by the Crown, when Mr. Jenkin objected because the charge referred to was not the same as that on which the defendant was at present appearing. It was wrong as to date, wrong as to description of the shares and was altogether faulty. Since then other charges had been brought against the defendant. Defendant, in the detective office, was charged with doing something which it was admitted he did not do. That was that on September 5th he tried to transfer 100 shares in the China Light and Power Company and 50 shares in the Wharf Company. It was now admitted that he did neither on September 5th and that in any event he never issued a transfer for 100 China Light and Power Company shares. Inasmuch as the two transactions had been linked together in one charge, one part of which was erroneous, its description was incorrect. They could not bring a charge against a man, he submitted, which was altogether unfounded in fact.

Mr. Whyte-Smith said, with regard to the discrepancy, that the number of shares in the Wharf Company remained the same; while the number in the China Light and Power Company had been changed from 100 to 250. Although there was a difference in the number, he submitted that the reply to the charge, as it stood originally, could be taken as a partial reply to the number involved in the present charge.

Mr. Jenkin said the main part of a charge of forgery was the intent to defraud clause. If the "intent to defraud" had been brought to the notice of the defendant, he would probably have made a different reply to what in fact he did. What was being tried to be done now was to put in as evidence what the defendant said in reply to the original charge as standing as a reply to the present charge of "with intent to defraud."

After considering this point, His Worship said the fact that the charge was little different to the present one was irrelevant. The police could ask the defendant certain questions. He had decided to hear the interpreter's evidence and would note Mr. Jenkin's objection.

The Interpreter, recalled, said that in reply to the charge, the defendant made a statement which he signed.

In answer to Mr. Jenkin, witness said that in reply to the charge which he put to the defendant in Chinese, the defendant said "These are not forgeries."

His Worship remarked that the Chinese words used by the defendant might also have meant "these are not false; they are genuine."

The case for the prosecution was concluded after further evidence.

Mr. Whyte-Smith, at His Worship's request, then argued with regard to the admissibility of the book of Mr. Birkett (of Messrs. Moxon and Taylor) as evidence. He said that while he did not claim that the book was admissible as an exhibit, he did say that this book was admissible for Mr. Birkett to refresh his memory from.

Mr. Whyte-Smith then went on to quote various cases at law on the matter. The case of Mr. Birkett, he contended, was that when he looked at the book referred to he did not remember anything about it, but he could say that by seeing entries in the book that such and such a thing must have taken place.

His Worship ruled that he could not permit Mr. Birkett's evidence, as it related to this book. It was on record and he could not take it off, but he would not take it into consideration. Mr. Whyte-Smith was at liberty to appeal against his decision if he wished.

Mr. Jenkin submitted that there was no evidence before the Court for a *prima facie* case to be made out.

His Worship said that he would require time to consider this point before allowing the submission and adjourned further hearing until this afternoon.

## CINEMA FRACAS.

ALLEGED ASSAULT ON TICKET COLLECTOR.

At the Central Magistracy yesterday, before Mr. S. B. B. McElderry, Cheung Cheung, a special searcher, and Chan Wan, a constable, were charged with assaulting and causing serious bodily harm to a ticket collector at the Western Cinema, Third Street.

From statements made by the prosecution it appears that the first man, Cheung Cheung, tried to enter the Cinema on Tuesday night and refused to show his ticket when asked for it by the complainant (the ticket collector). An argument took place and during this Cheung Cheung is alleged to have struck the ticket collector two blows in the chest.

Cheung Cheung then ran out of the theatre. The collector who followed him into the street, was set upon by this defendant and also by Chan Wan and others and severely beaten, after being thrown to the ground. Only two of the assailants were caught, these being the two defendants, who were unable to make their escape with the other attackers who made off when whistles were blown. The prosecution stated that among the witnesses of the alleged attack was a member of the audience, who would appear to give evidence.

Inspector Peter Grant, who outlined the case, said that the defendants had been refused admission to the Theatre when they came without tickets on a previous occasion. He suggested that this might have been the origin of the affair.

On it being stated that the second accused would like to engage a solicitor, the case was adjourned for a week, bail being increased from \$25 to \$50.

## "NO DOGS" RULE.

LADY FINED FOR IGNORANCE OF REGULATIONS.

Another case of taking a dog across the Harbour without the necessary permit from the Colonial Veterinary Surgeon came before Mr. S. B. B. McElderry at the Central Magistracy yesterday, when Miss V. M. Jefford, of No. 21, Cameron Road, Kowloon, was summoned.

Miss Jefford pleaded that she was ignorant of the regulations, and had seen no notice about not taking dogs across the Harbour.

Questioned by the Magistrate whether a notice was posted anywhere a number of police officers including Sergeant Dungey, who prosecuted, replied that a notice was put up at the "Star" ferry, but they did not know whether it was still there.

In imposing a nominal fine of \$1, His Worship said that he assumed that no notice had been put up on the ferries, but everyone was supposed to know the regulation regarding the taking of dogs across the Harbour.

## HAROLD LLOYD'S FUNNY CAR.

MANY A GOOD LAUGH PROMISED AT THE QUEEN'S THEATRE.

Harold Lloyd introduces a new type of light car to the screen in his latest comedy, "Hot Water," which is being shown to-day at the Queen's Theatre. He is the sole creator, the inventor, and the producer. It is the "Butterfly Six" and it has been hailed with delight as one of the best mirth provoking vehicles that has ever been seen.

Harold takes the family out for a ride in his new car, or rather his wife's family takes him out in his car, and there is nothing that could happen to a new automobile that does not happen in this picture.

The part of "Hot Water" developed in Mr. Lloyd's mind, as a consequence of a trip the noted comedian took to Big Bear Valley several years ago when the machine in which he was riding was involved in every kind of accident, broke every part imaginable, and finished by going up in smoke coming down one of the worst grades on the mountain road. Lloyd never could forget this incident, and in "Hot Water" he reproduces in his inimitable way what was actually an experience of his own.

## PROPERTY SALE.

At Messrs. Lammer Brothers auction rooms yesterday afternoon, Mr. L. E. Lammer disposed of a valuable leasehold property by order of the mortgagee. The property is situated at Yamatui and is known as No. 36, Portland Street. The opening price was \$5,000, and after this was increased by one bid of \$200, further brisk bidding of \$100 a time brought the price up to \$7,200, at which figure it was knocked down to Mr. Chan Wing.

## SUMMARY COURT.

POSSESSION CASE.

In the Summary Court yesterday, before the Puisse Judge, Mr. Justice Wood, a case in which it is stated that the Kwong Fat Lung firm turned over their premises at 57, Main Street, Aberdeen, to another firm in consideration of payment of a certain sum for the effects, when the landlord objected to the assignment and sued for possession and declared that the defendants had wrongfully forced their way into the premises, was continued.

Mr. E. S. C. Brooks appeared for the landlord, and Mr. D. McCallum represented the defendants.

The case was adjourned at the previous hearing in order that the plaintiff might be given an opportunity of looking up the law on the question of conduct constituting an assignment.

Yesterday Mr. Brooks said that if his Lordship found as a fact that the defendant offered the balance of the money under the contract, that this was refused, and that the defendant then went to the Police Station with the money, he had nothing more to say.

Mr. Justice Wood said that that was his view.

Mr. Brooks asked that if his Lordship gave judgment for the defendant he should make an order for the payment of the balance of the sum due under the contract.

Mr. Justice Wood said that he was not in a position to make the order and gave judgment for defendant with costs.

Mr. Brooks asked for a stay of execution for fourteen days in order that he might apply for re-hearing in order to call further evidence.

Mr. Justice Wood.—Was the evidence available when the case was heard?

Mr. Brooks.—It was available; it was not foreseen that it would be necessary. His Lordship declined to grant a stay of execution.

## STONEMASON SUSPECTS.

BELIEVED TO BE MEMBERS OF A TRIAD SOCIETY.

The police have in custody two stonemasons who are alleged to be members of a Triad Society. They are being held while the Criminal Investigation Department go through certain papers and books seized in a trunk alleged to be in the joint possession of the men.

A first examination has shown that the papers relate to the existence of a secret society, and it is expected that further disclosures will be made when the examinations of the papers has been completed.

Yesterday when the two men implicated appeared before Mr. S. B. B. McElderry at the Central Magistracy, they were remanded for further enquiries to be made.

Sub-Detective Inspector R. Shannon, stated that the men were stonemasons, who until the 5th had been employed as stonemasons on the new Fire Brigade Building in Des Vaux Road. On that morning they had been discharged, and were leaving on a ferry when they were stopped for a search to be made of a camphor-wood box they had with them. Underneath clothing were found some of the papers, and other documents alleged to be connected with a Triad Society.

They were found on a further search being made at the station. A translation of their contents would be submitted to the Court in due course.

## MARINE COURT.

At the Marine Court yesterday, before Lieut.-Commander G. F. Holt, R.N., Leung Chi, Leung Yui, Leung Tai Shing and Tang Yung, masters of passenger boats, and Chua Kam Mui, mistress of a passenger boat, were each fined \$20, with three weeks' hard labour in default, for going on board the *s.s. Empress of Asia* without the permission of the master or officer in charge.

Chan Yau and Fung Kin Chan, masters of trading junks, and Chan Chan Pui, master of a fishing junk, were each fined \$15, with the alternative of two weeks' hard labour, for failing to exhibit regulation lights while under way.

Lam Fu and Ho Tau, masters of cargo boats, and Ng Hing Kwai and Lo Kam Shing, mistresses of cargo boats, were each fined \$5, with five days' hard labour in default, for moving their boats ashore at a distance of less than 100 yards from low water mark.

## TYPHOON WARNING.

The American Consulate received at 7.30 p.m. last evening from Manila a warning that a typhoon is crossing over the Western Philippines in the form of a shallow depression. It may increase in intensity in the China Sea.



**CANTON GUNBOATS NEAR MACAO.****INCREASED ACTIVITY OF THE STRIKE PICKETS.**

The strike pickets stationed at Chin Shan, near Macao, are becoming more active, as fresh instructions are said to have been received by them from General Chiang Kai Shek to prevent all boats and people of all classes from going to Macao. In the last few days several vessels coming down the river from Heung Shan were detained by them. A number of passengers were also arrested for ignoring their orders and were sent to Canton, where, it is reported, they are being seriously ill-treated. To see that his instructions are actually carried out General Chiang has despatched three river gunboats, the *Kong Kung*, *Kwong On* and *Ping Yam*, to Ma Kok, a point in Chinese water where all boats coming to Macao from the interior must pass. These gunboats were specially ordered to stop all boats and passengers from reaching Macao.

**NEWS FROM CANTON.****EXODUS OF THE LADIES.**

On October 2nd, members of the families of the military officers formerly serving in the Yunnanese corps commanded by Fan Shih Shang were advised to leave Canton. In the last few days many ladies belonging to official families in Canton have left the city without any advice whatever.

**LANTERN PARADE.**

Labour and student organizations in Canton held a lantern parade during the "full-moon" festival, October 2nd. Some 200 unions and guilds, represented by nearly 30,000 men and boys, participated.

**COMPLAINT REGARDING TAXES.**

Inhabitants of Chihing and the surrounding districts have complained to the Canton public that the Hunanese and the Yunnanese mercenaries there are imposing heavy transit taxes on the paper products, which form their principal trade.

**PRESS CENSORSHIP.**

Press censorship in Canton, which was relaxed for a while, has again been renewed, the censors this time being appointed by the Chief of Staff of the Red Army, instead of by the police.

**UNEMPLOYED.**

Many workers failing to find employment in Canton have gone to Fatsan, and the number of unemployed there now are more than 10,000. Residents of Fatsan are becoming alarmed at the situation.

**RUSSIANS.**

It is said that no steamer has arrived at Canton from the north during the last few weeks without a dozen or more Russians on board.

**SWATOW.**

Reports from Swatow state that the first Fukien reinforcement for the anti-Red Army of Chan Kwong Ming, consisting of a brigade, has arrived at Ta-po and that military agents from Chekiang are now at Swatow to offer co-operation on behalf of the militarists in Chekiang.

Two Chinese gunboats, *Hai-chiu* and *Yang-chi*, sent from the Chinese naval station at Foochow, are reported to have arrived at Swatow on October 6th.

**FIGHTING AT TAM SHUI.**  
**HEAVY CASUALTIES REPORTED ON BOTH SIDES.**

On reaching Lung Kong General Chiang Kai Shek at once sent a detachment of his troops to attack Tam Shui, a nearby town, where about 5,000 anti-Red soldiers under General Chan Kwong Ming are stationed.

Severe fighting broke out in and around this town in the forenoon of the 3rd instant resulting in heavy casualties to both sides. It is reported that many wounded soldiers of General Chiang's army have been removed to the military hospital at Sheklung and not a few of his wounded officers have arrived at Tung Shan for medical treatment in the Kung Yee Hospital.

There is no commandeering of coolies, the report states, but the Strike Committee has been requested by General Chiang to recruit as many strikers as they possibly can to join the Labour Corps so as to facilitate the transportation of war materials and munitions to the front.

**THE SWATOW STRIKE.**  
**SETTLEMENT BY THE JAPANESE.**  
**THE TERMS AGREED UPON.**  
**[FROM OUR OWN CORRESPONDENT.]**

Swatow, October 6th.  
The Chinese newspapers this morning announce that the strike against the Japanese has been settled by Mr. Wong Keong, the Commissioner of Foreign Affairs, and that among those present at the Conference, when the settlement was reached, were the Japanese Consul in Swatow, the Superintendent of Police and the Chairman of the Swatow Chamber of Commerce.

The terms which are said to have been agreed upon are published. I cannot say whether they are official, and simply give them as they appear in the Chinese Press. I imagine, however, that they are fairly authentic. They include the following:

1. The Japanese Government will be represented at the Conference to be held in Peking this Autumn.
2. After the strikers have resumed work, the same pay and bonuses will be given them as before. If a Japanese employer has left the port, those Japanese employers remaining here will do what they can to assist the absent employer's Chinese servants to secure work.
3. There shall be no ill-feeling between employers and employees.
4. In future the servants will not be allowed to go on strike. No employer shall dismiss an employee without reason. Matters must be arranged satisfactorily.
5. After this agreement has been signed all strikers shall resume work at once. The strike and boycott and all other troubles are to be ended immediately.
6. In order to show their leniency to the employees in their present distressed circumstances, the employers will grant one month's pay to the employees.

According to the original demands, the strikers stood out for full pay during the whole period of the strike. The wording of clause six is, presumably, an attempt to avoid admitting the principle of pay for no work. The employers, out of generosity, have now agreed to compensate employees to some extent for the hardships they have suffered during the strike. It is a piece of casuistry.

As far as we British are concerned, there is no fresh news. Steamers of any and all nationalities come and go, but only a few work cargo. A few domestic servants have been picked up here and there but no office or godown people have returned yet.

**S.S. "KWOK NING" PIRATED.**  
**ONE MAN KILLED AND SEVERAL WOUNDED.****LOSSES ESTIMATED AT \$100,000.**

It will be recalled that the s.s. *Kwok Ning* of the Sai Hing Steamship Co., of Hongkong, was before the strike, on the Hongkong and Wuchow run. After the strike had started she was commissioned for the Canton and Wuchow services. At about 9 a.m. on the 3rd instant she left Canton for Wuchow with a full load of cargo and about 30 passengers, among them being one American and two guards sent by the Strike Commission.

At about 5 o'clock in the afternoon, just as she was heading for Ngan Shun Kong near Sai Ma Ning, the famous pirate haunt, a small launch painted black and flying the Revolutionary Ensign was sighted. When the launch steamed near her the men dressed in uniforms, similar to that worn by the strike pickets, signalled her to come alongside to be searched. The crew of the ill-fated steamer replied that they failed to see why the boat should be stopped and searched in the middle of the voyage. Thereupon the pirates shouted to them saying that even the s.s. *Leung Kwong*, also on the Canton and Wuchow run, had had to obey their orders and that the *Kwok Ning* must likewise be searched. No sooner had these words been uttered than there was a volley of rifle shots.

The captain thinking he was dealing with strike pickets stopped the engines and immediately a pirate chief with about 30 men, all armed to the teeth, came on board and demanded the captain and the compradore staff, at the point of their revolvers, to open all gates leading to the upper decks. They then ransacked every corner of the vessel and fired deliberately in all directions.

A pilot, previously transferred from a sister ship, the *Pik Lee*, was instantly killed and a Portuguese and several members of the crew were seriously wounded. The small armory on board comprising two automatic pistols, two Winchester rifles, several revolvers and a fair amount of ammunition was taken away. A safe in the compradore's office was also opened and more than \$2,000 in cash seized. The pirates then ordered the boat to proceed to a place where another launch was lying in waiting and the passengers and cargo were transferred to this latter launch. The passengers, however, were later released and allowed to go back to the steamer.

The s.s. *Kwok Ning* arrived at Canton at about 10.30 a.m. on the 4th inst., with her terror-stricken passengers on board and a report has since been made to the Canton Authorities. The pirate launches were well-armed. It is said that the loss is estimated at about \$100,000.

**BOARD OF EDUCATION.**  
**PROPOSED REDUCTIONS IN THE STAFF.**

A meeting of the Board of Education took place yesterday afternoon, under the Chairmanship of Mr. G. N. Orme. Those present were: Dr. Pearce, Dr. Hickling, Father Valtorta, Capt. Watts, and Messrs. E. Ralphs, B. Wylie, E. F. Aucott, J. M. Alves, S. W. Tso, Wan Man Kai, Forster, A. el Arculli, and A. R. Sutherland (Secretary).

The Chairman referred to the revised estimates, and said they had already been before the sub-committee, and he would like to make a few remarks on the proposed reductions which had come to them from the sub-committee. Members would fully appreciate the need at the present time for such economies as would be made in the Educational Department, as well as in others. Such a time as the present was opportune, for they had to consider the present reduction in the number of Chinese scholars attending school. Apart from this it was unquestionable that at present and in the near future, unless matters improved, drastic economies must be observed. They had to hear some burden, otherwise the result would be that the trade of the Colony would be stopped and then all the schools would have to close. In the close of British masters it was largely a paper reduction and merely means retrenchment. They were to dispose of six temporary mistresses who came in and assisted them during the shortage. They did so with great regret, and hoped that in the future, should occasion arise, they would be able to find such valuable helpers as they had had. For the time being these reductions were necessary, and he might say that the estimates and recommendations of the Board had been before H.E. the Governor, who suggested a reduction in the number of assistant mistresses. They would do so with great reluctance, and the Board would remember that if matters improved they could restore these. They must be pessimistic as far as the present circumstances went, because finance would not allow them to be otherwise. It was suggested that further reductions would be necessary in the immediate future. In addition to the giving of notice, the temporary mistresses' staff had been further depleted by resignations, and notices had been given to several masters and mistresses on probation. They had limited these as much as possible. Though he was not a member of the staff, the Chairman said he would like to refer here to Mr. Tanner, who had just completed 25 years service in the Colony. He was retiring at the end of the month, and he would like to wish him good health and happiness in his well earned retirement. (Applause.) The other reductions of staff were mostly minor.

Members would see that the vote for prizes was eliminated which might be disappointing to the more energetic students, but it was now proposed that they grant certificates to successful scholars. He hoped that the economies made would not result in any setback in the progress of education in the Colony. They wanted to infuse a good spirit into local education and make it an example for their turbulent and disorderly neighbours in Canton. Anxiety was felt in certain places in the Colony as to the spectre of Bolshevism which was a threatening menace to the peace of the world and might have a serious effect on the state of education in this Colony. He did not know how far this anxiety existed, but it did exist, and they must not regard this matter too lightly.

**BRITISH CHILDREN TO SUFFER?**

Mr. Wylie said that as far as the education of European children in the Colony was concerned he trusted that these reductions would not hinder their education. This trouble was not caused by them and the children did not go on strike; and he hoped the Government would see to it that British children did not suffer.

**HEADMASTERS CONFERENCE.**

The Chairman then referred to the letter received from the Committee of the Diocesan Boys' School asking for advice on the question of holding a conference of headmasters, which matter was discussed at the last meeting of the Board.

Mr. Aucott said he thought that the committee of the Diocesan Boys' School were anxious to know whether this meeting could be held on the lines they had definitely and clearly laid down in their letter.

**CHAIRMAN'S VIEWS.**

The Chairman said the matter did not really come within the scope of the Board, and he did not see why they should make any recommendations at all.

Mr. Tso seconded Mr. Wylie's proposal. If any suggestions were made by headmasters the Board would certainly help them. He was certainly in favour of a teachers' conference, but could not agree with a headmasters' conference.

**MR. AUCOTT'S VIEWS.**

Mr. Aucott said that they apparently overlooked one point. This was simply a letter from one particular school—members of the Board should eliminate the question of personalities. Mr. Wylie had brought in a personality in the headmaster of this school. This letter is from the Committee of the School, and a reply should be sent to the Committee, and no one else. There were others to be considered apart from the headmaster of the Diocesan Boys' School, and he thought it would be advisable to take the opinion of other masters before going further. If the consensus of the meeting was that there was anything to stop them from holding this conference, very good, but send a reply to the Committee of the School and tell them so. He was in a difficult position, for he was one of the members of the Diocesan Boys' School Committee, and he could say that the letter was forwarded to the Board in good faith. All the Committee wanted to know was what were the views of the Board of Education? He would propose an amendment that Mr. Wylie's motion, to the effect that there is no objection to the holding of such conferences, but that no Government official must be present. In their reply, they could say that the Board had no objection to holding meetings to discuss educational matters amongst themselves. It would be clearly understood that no Government official be present, and the Board would define the subjects to be discussed.

Mr. Forster seconded.

Mr. Wylie intimated that he was in agreement with Mr. Aucott now that he had explained his views.

Mr. Aucott's amendment was put to the meeting, and carried.

Mr. Wylie pointed out to the Chairman that the letter was not present at the last meeting of the Board, but he might have read what he (Mr. Wylie) said on the matter then. He did not think that it was possible for the Board to agree to the lines on which the conference was to take place, as was set out in the letter. One thing was that the Board was not invited, nor apparently expected to meet any particular body of headmasters in conference. Mr. Ralphs had said previously that there was machinery, that there was organization whereby headmasters could meet. By this he referred to the conference at the University, where they discussed once a year such matters as matriculation and other examinations. Surely that could be expanded into a conference. This request was not "May we have a conference?" but was a conference on definite lines. No mention was made of subjects whereby teachers could discuss methods of education. He suspected that what they would do would be to criticize the Board of Education. That he thought was the crux of the whole matter. If teachers wished to gather together and discuss educational subjects and express their admiration of one another, there was nothing to prevent it. He recollected that two years ago in the 55th annual report of the Diocesan Boys' School, the headmasters levelled criticism at what he termed "The ludicrous meetings of the Board." He now congratulated the Committee of the School on its change of heart. Judging from what was written in the annual report, it seemed to him that what the writer of the article wanted was not a conference, but an audience. He would move that the letter from the School be laid on the table.

Mr. Forster said he did not agree with Mr. Wylie. He thought the memory of the past that Mr. Wylie had brought up should be forgotten. It sometimes happened that Government Inspectors and their methods came in for criticism. He was surprised at Mr. Wylie—an advocate of free speech—condemning the Committee's letter. It did not follow that if this suggestion did materialize that the head of any particular school would control the destinies of the conference. He thought that they ought to encourage this desire to pool knowledge. If this meeting did take place he thought much good would result from mutual discussion. It was a desire to take a deeper interest in educational matters, and it ought to be encouraged. The matriculation meeting referred to did not fulfil the requirements that a conference would. A conference such as was wanted was a much bigger affair, and he did not see why the Board should discourage the exchange of views.

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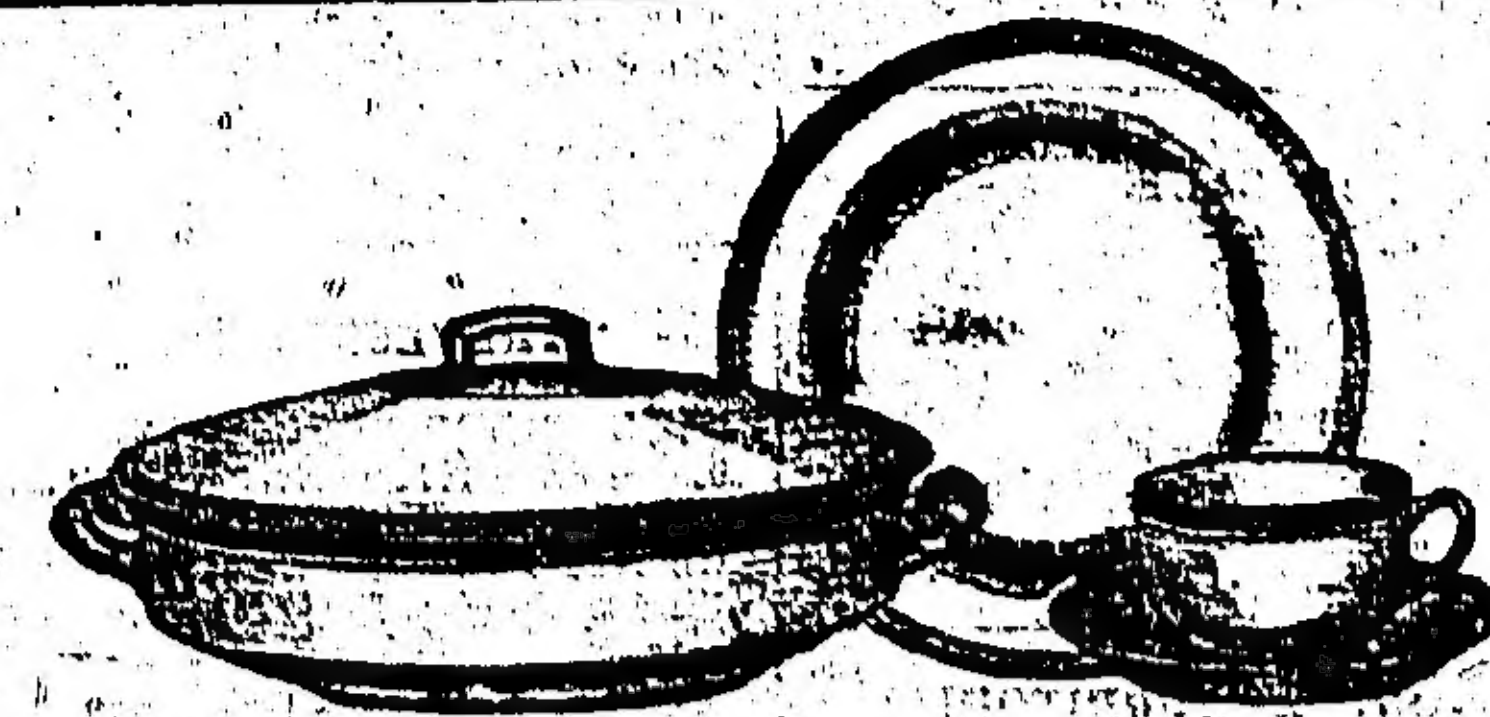
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DISHERS, OVAL		SUGAR BOWLS	60 cts. each
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SAUCE BOATS	\$3.25 each	EGG CUPS	\$4.25 doz.
FRUIT COMFORTS \$4.50 & \$5.00 each		SLOP BOWLS	75 cts. each
FRUIT PLATES	\$4.25 doz.	BREAD & BUTTER PLATES	\$1.75 each
TEA POTS	\$2.50 to \$4.00 each.		

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## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 12th OCT., 1925.  
Hongkong, 7th October, 1925. [3730]

## FOR SALE.

EUROPEAN HOUSE, 19, Macdonnell Road. Area: 22,400 sq. ft., with Tennis Court.  
Apply—  
P. O. Box 648,  
(Phone C. 976). [3727]

## HONGKONG &amp; TERRITORIAL ESTATES, LIMITED.

## NOTICE OF CALL.

Issue of 100,000 SHARES of the NOMINAL VALUE of \$10 EACH. (\$5 PAID UP.)

NOTICE IS HEREBY GIVEN that the Final Call of \$5 per share on each of the above 100,000 Shares made by the Company and that such Call will be payable to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, on or before the 15th OCTOBER, 1925.  
SHEWAN, TOMES & CO.,  
General Managers. [3729]

## GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of the Bank of England, London, up to and for the sum of £200,000 will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICER, until 11 o'clock A.M. on the 9th OCT., 1925.

The Tenders to state the Total Amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.  
The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICER, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."  
The right to accept or reject any or all of the Tenders is reserved.  
Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 23 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."  
"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."  
R. A. DOBBIN, Lt.-Col.,  
Treasury Chest Officer, R.A.P.C.  
His Majesty's Treasury Office,  
Hongkong, 7th October, 1925. [2331]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"SOUDAN"  
Captain G. G. BARNETT, carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 14th OCTOBER, 1925, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.  
Passes will be received at this Office until 5 P.M. the Day before Sailing. The contents and value of all packages must be declared.  
For further Particulars, Apply to—  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, 8th October, 1925. [2723]

## LLOYD TRIESTINO S.N. CO.

## NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA"

FROM TRIESTE, VENICE, BEINDISI, MASSOWAH, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before the 7th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 10 A.M. by our surveyors Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LTD.,  
Agents.  
Hongkong 7th October, 1925. [2733]

## NEW ADVERTISEMENTS

## HONGKONG TRAMWAYS, LIMITED.

## HAPPY VALLEY SERVICE.

ON and From SATURDAY, OCT. 10th, the HAPPY VALLEY CARS will ENTER the VALLEY via BOWLING ROAD. They will Leave the VALLEY via THE LOK LAM as Usual.

L. C. F. BELLAMY,  
General Manager. [3734]

## "TREVESA" TROPHY.

THE FOURTH BIENNIAL RACE FOR SHIPS LIFEBOATS will be SAILED on WEDNESDAY, OCTOBER 22nd NEXT, Starting at 4 P.M.  
Each Ship may Enter Not More Than Two Boats.  
Course—Start from CHANNEL ROCKS, KOWLOON ROCK (P), MARK BOAT OFF YACHT CLUB (S), CURE ROCK GAS BOAT (P). Finish at YACHT CLUB Across Line West to East.  
Competing Boats should be in Position at the Starting Line by 3.30 P.M.  
Ships proposing to Enter Boats are Requested to Notify the HON. SECRETARY, Royal Hongkong Yacht Club Not Later Than 27th INSTANT. [3732]

## HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the Date of the "LAST EXTRA RACE MEETING" of the Season advertised for the 5th DAY OF DECEMBER, 1925, will be held on 28th NOVEMBER, NEXT instead.

H. GREENWOOD,  
Acting Secretary. [3736]

## NOTICE.

AS From the 25th AUGUST, 1925, Mr. JOHN ROBERTSON CEASED to be a PARTNER in our Firm.  
W. A. HANNIBAL & CO.,  
HONGKONG & CANTON. [3715]

## NOTICE.

I, The Undersigned Have THIS DAY ESTABLISHED MYSELF AS A STOCK, SHARE AND GENERAL BROKER under the Firm Name of R. T. MATHESON & CO. Temporary Address: c/o HONGKONG CLUB.  
R. T. MATHESON.  
Hongkong, 1st October, 1925. [3705]

## HONGKONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 10th OCT., and MONDAY, 12th OCT., 1925.  
The First Bell will be rung at 2.45 P.M. each day.  
The Charge for Admission to the Public Enclosure will be \$1.  
Soldiers and Sailors in uniform, Half Price.  
Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.  
Each Member has the right of introducing 2 Non-Members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LEWIS & DAVIS at \$5.00 each day up to FRIDAY, OCTOBER 9th, 1925.  
The Stewards invite the Ladies of Hongkong to be present. [3720]

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ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FAR EAST BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MESSAGERIE BANK).  
Apply to—  
BANQUE DE L'INDOCHINE,  
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THE MANAGER,  
HONGKONG AND CANTON GAS CO. [2514]

## TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).  
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## TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR.  
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## The Daily Press

HONG KONG, OCTOBER 8TH, 1925.

## SEIZURE OF NORWEGIAN SHIPS AT SWATOW.

It is as yet too early to say definitely whether General CHAN KWING MING authorised the seizure of the two Norwegian vessels bound for Canton at Swatow. If he did not, it may be presumed that he will quickly repudiate the unauthorised action of his subordinates, committed during his absence, the Peking Government will formally regret the occurrence to the Norwegian Minister, and the ships will be released. If, however, the seizure took place in consequence of definite orders issued by CHAN KWING MING, and the action is not repudiated, some interesting international questions will arise. If CHAN KWING MING and the Bolsheviks at Canton were two independent states at war with one another and the General was effectively blockading Canton, the legality of the seizure could not be contested for a moment. The anti-Red General and the Bolsheviks at Canton, however, are not two independent states—at the most they are two rival factions in a single state, contesting for supremacy—and although hostile acts have been committed on both sides, it is exceedingly doubtful whether they are technically "at war."

Assuming that the seizure was intended to be a reprisal, or a measure of constraint short of war, it is definitely illegal—even if it had been committed by an independent state; for such measures of constraint are only permitted in so far as they do not materially injure the rights of third parties. Thus, in an embargo, or a "pacific blockade," only the ships of the offending party may be seized and sequestered. On the other hand, if General CHAN KWING MING wishes this act to be construed as an act of war against Canton, it would seem that he ought first to have given definite notice to the vessels at Swatow, forbidding them to proceed. This would be a normal incident of a blockade which, after the experiences of the recent war, is permitted by international law to be maintained (as the Allied blockade of Germany was) from a considerable distance, providing that it is effective. But here again, General CHAN KWING MING would fail to establish his case; for it can scarcely be said that his blockade of a port over sixty miles up a river is effective, when a regular service is being maintained between that port and Hongkong. Alternatively, he could have detained the ships, even if there were no blockade, if they had been carrying contraband—but it would seem that they were carrying nothing likely to be of direct military value to the Bolsheviks.

All these privileges of belligerency would only have been open to General CHAN KWING MING assuming that the war in progress was regarded by outside powers as a genuine civil war. For this, two definite sides would be necessary, and the object of their struggle would be the suppression of one side, and the establishment of a single unified Government. Under these circumstances, the Canton Government would occupy fairly completely the position of a revolting section of the community, similar, for example, to the Southern States in the American Civil War, and since General CHAN KWING MING's enterprise has been approved by the Peking Government, belligerent rights can be undoubtedly assigned to him. A possible further complication might be introduced into the situation, however, by remembering that Norway has adhered to the Washington treaties, and that the General's action thus constitutes an infringement of the principle of "Equality of Opportunity" for trade in China, which was there established; but these treaties have been completely violated by the Canton Government during the summer, and only the chief loser, Great Britain, has protested. They need not be regarded seriously, therefore, in connexion with this incident.

All things considered, it would seem that unless General CHAN KWING MING is prepared to blockade Canton (a step which he is presumably unable to take at the present time), his proper course would be to disavow the action of his subordinates, and to allow the Norwegian ships to proceed.

According to Reuter, Mr. Henry Morris has arranged to send Manna to Mr. Howard's stud at Orton.

The last extra meeting of the Hongkong Jockey Club has been altered to take place on November 23rd, instead of December 5th, as previously announced.

To celebrate the 14th Anniversary of the Chinese Republic, a concert, under the auspices of the Tutorial Institute of Hongkong, is to be given in the Queen's Theatre on Sunday morning, commencing at 11.30.

The s.s. *Faithful*, which was placed on the Hongkong-Canton run on Tuesday, returned from her first trip yesterday afternoon. The steamer brought sixty passengers. The *Honam* left for Canton yesterday morning, taking up 300 passengers all told.

## THE BUDGET.

## DRASTIC CURTAILMENT OF EXPENDITURE.

ESTIMATES FOR 1926 MORE THAN SIX MILLIONS BELOW THOSE OF 1925.

H.E. the Governor will make his eagerly anticipated speech on the estimates for 1926 at the meeting of the Legislative Council this afternoon.

The Colonial Secretary will move the first reading of a Bill intitled an Ordinance to apply a sum not exceeding \$18,767,777 to the Public Service of the year 1925.

Then His Excellency will deal with the estimates in detail, after which it is customary to adjourn the Council for a fortnight. At the following meeting, on October 22nd, the Finance Bill will be read a second time and the Government's policy will be open to the comment and criticism of the Unofficial Members. When such comment and criticism has been made and considered the Bill will be read a third time and passed.

For 1925, the estimated expenditure was \$23,278,133. For 1926 it is, as stated \$18,767,777. The following table which gives the estimates since 1916, shows how the expenditure of the Colony has grown.

1916	\$9,081,209
1917	8,908,105
1918	8,368,910
1919	10,608,345
1920	11,173,226
1921	14,084,662
1922	16,450,131
1923	17,869,016
1924	19,807,302
1925	23,278,133
1926	18,767,777

The above sums do not include any amount for the Imperial military contribution.

## CANTON STRIKERS' TERMS.

## LOCAL GUILDS REFUSE TO CONSIDER THEM.

## LABOUR UNION FORMED.

A joint meeting of the Hongkong Labour Guilds was held last evening, in which the Chinese Engineers' Guild, the Seamen's Guild, the Tung Tak Cargo Coolies' Guild, the Fruit and Vegetables Guild, the Fresh Fish Guild, the Labour Maintenance Association and other guilds were represented. The meeting was convened to raise strong opposition to the terms and conditions suggested by the Canton strikers. Especially is exception taken to Condition No. 14 which requires the dismissal of all workmen who have remained at their posts, and the reinstatement of the strikers.

One of the audience said that he believed that the terms and conditions handed to the delegation which visited Canton were formulated without the unanimous consent of the strikers; and were dictated by members of the Strike Committee. The terms and conditions, continued the speaker, were impossible and could never lead to a settlement. There are two classes of strikers, he said, one is the high class who dresses and lives in princely style; whilst the other class are poorly clad and poorly fed. It is a pity that the latter have walked into the trap of their leaders. They have been long in return to Hongkong but are prevented from doing so.

The speaker felt certain that the present terms would never be considered by the Hongkong Guilds. After a deal of discussion, it was decided to form a Labour Union.

The feeling of the meeting was that Hongkong workmen must have a hand in drafting any terms towards a settlement with Hongkong. In consequence, no progress is possible until Canton agrees to this suggestion.

## EUROPEAN'S PLUCKY ACT.

## THRILLING MOMENTS ON "STAR" FERRY.

The passengers on the s.s. "Star" ferry from Hongkong to Kowloon last night had a thrilling experience, when about half way across the harbour a Chinese passenger jumped overboard. The ferry was immediately stopped, and to add to the excitement a European passenger on the ferry, crossing from Kowloon, dived overboard in an attempt to save the unfortunate man. He was unsuccessful, however, and although police launches assisted with their search, no trace of this man was discovered.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## SHANGHAI COMMISSION.

## JUDICIAL ENQUIRY OPENED AT TOWN HALL.

CHINESE PRESS INTEREST.

SHANGHAI, October 7th.

The Judicial Enquiry into the incidents of May 30th opened at the Town Hall this morning.

The American Judge, Mr. Justice Finley Johnson, who presided, emphasised that proceedings would approximate an ordinary trial as far as possible, but not in all respects; for, according to the Commission's understanding, there was no prosecutor and no defendant.

The Commission's duty was to collect relevant evidence, prepare a report of the facts and base their conclusions thereon.

The procedure having been decided, the Commission adjourned until Tuesday next, when the Municipal Council will present a statement of the whole case and call witnesses. After this independent witnesses will be heard.

The Chinese ignored the proceedings, but Chinese pressmen attended.

A strong police guard was drawn around the hall.

DR. W. W. YEN.

IS APPOINTED AS MINISTER TO COURT OF ST. JAMES.

PEKING, October 7th.

A mandate, appointing Dr. W. W. Yen Minister to London, with the courtesy title of Ambassador, is being issued tonight or to-morrow.

## EXTRA-TERRITORIALITY PARLEY.

## BELGIAN MEMBERS APPOINTED.

BRUSSELS, October 6th.

M. de Ruelle, the Director of Judicial Affairs at the Foreign Ministry, will represent Belgium, and M. van Cutsem, the Consul-General of Tientsin, will act as an additional Belgian representative on the Extra-territoriality Commission in China.

## "LITTLE" HSU.

## GOING TO AMERICA.

PARIS, October 6th.

"Little" Hsu and the members of the Chinese Mission are proceeding to America on October 7th for a short stay. From there they will go to Japan and then return to China.

## TARIFF CONFERENCE.

MR. BROOKE SMITH TO BE A TECHNICAL ADVISER.

LONDON, October 6th.

It is understood that Mr. A. Brooke Smith (of Messrs. Jardine, Matheson, Shanghai), has been appointed an additional technical adviser to the British Delegation to the Chinese Tariff Conference.

## NATHAN ROAD BUS MISHAP.

## EUROPEAN LADY INJURED.

Police reports yesterday mentioned an accident which befell a European lady while alighting from a bus opposite the Dairy Farm Company's premises at Nathan Road, Kowloon, on Tuesday.

It appears that the bus was proceeding from Shamshipo to the "Star" ferry when the lady asked the conductor to stop the vehicle. The whistle was blown, but before the bus could come to a standstill the lady attempted to alight. In doing so she was thrown on to the roadway and sustained injuries to her face. She was assisted by the conductor to the Kowloon Dispensary, where she received treatment.

The name and address of the lady was not disclosed to the conductor.



## CABLES.

[THROUGH REUTER'S AGENCY.]

## LOCARNO CONFERENCE.

## STRESEMANN DISPOSES OF POISON RUMOUR.

Locarno, October 6th.

A crop of rumours has been spread during the past twenty-four hours, beginning with a story of a plot by German Nationalists to assassinate Herr Luther and Stresemann because they were willing to renounce any further claims to Alsace-Lorraine, and ending with a report that the minor indisposition of Herr Stresemann is really due to his being poisoned.

The latter story was effectively disposed of by Herr Stresemann's appearance at the conference to-day.

## WESTERN AND EASTERN PACTS.

Locarno, October 6th.

A singularly good and sympathetic feeling was apparent during the two hours' session of the conference to-day, but no critical questions have yet been reached, such as the arrangement under which Germany will enter the League of Nations, and the conclusion of the Western and Eastern Security Pacts.

It is believed that the jurists reached a conclusion as regards the Western Pact, but that a serious difference of opinion still exists between the French, Polish, and German standpoints as regards the Eastern.

## LATEST CABLES.

## FAIR PROGRESS MADE.

Locarno, October 7th.

A substantial part of the Western Security Pact has been completed. It is expected jurists will add the finishing touches to-day. But the glass is not set so fair with regard to other subjects to be considered and it must not be forgotten that all questions are interdependent.

## VIEWS OF FRENCH PRESS.

Paris, October 7th.

Newspaper despatches from Locarno show a tug-of-war with the German representatives, "particularly on the question of the Eastern Pact."

*L'Echo de Paris* says that the optimism with which the conference opened has been replaced by greater reserve, it being realised that the Germans will play an extremely keen game.

Poland and Czech-Slovakia are apprehensive in the matter, but France will not desert them.

*L'Ere Nouvelle* says that the shadow of Russia dominates Locarno. The question is whether Germany is looking West or East. "According as this question is answered affirmatively or negatively so will the Locarno pourparlers signify the commencement of the reconstruction of Europe or the inauguration of a dubious situation, heavy with peril for the Allies."

*Le Journal*'s correspondent says that French circles in Locarno declare that it will be inadmissible for the proposed Pact to suppress or to weaken existing treaties. Should Germany try to go back on the engagements to which she has entered, in the course of negotiations before the conference the responsibility for a check will rest entirely with her.

## FLOW OF GOLD.

## SECURITIES LITTLE AFFECTED BY PAYMENTS TO U.S.A.

London, October 7th.

The recent large gold withdrawals from the Bank of England are believed to be for America, owing to the usual autumnal payments. The exchange adjustment had been without much effect on gilt-edged securities in view of the fact that large arrivals are expected shortly from Africa, which are held up by the shipping strike.

Yesterday the withdrawal reduced the net influx since the restoration of the gold standard in April to £2,100,000 compared to £8,651,000 earlier.

## BOOM IN RUBBER.

## HEAVY BUYING ON LONDON MARKET.

London, October 7th.

On the Stock Exchange, despite slight reaction in commodity prices, the excitement in rubber shares continues. Buying this morning is said to have come from all quarters and prices are soaring.

## EARLIER CABLES.

## CAMPAIGN IN MOROCCO.

## FRANCO-SPANISH CONTACT IS ESTABLISHED AT SYAH.

Fez, October 6th.

Contact has been established between the French and the Spanish troops at Syah. The news has profoundly impressed the whole country.

## FRENCH STILL ADVANCING.

Fez, October 6th.

The French advanced from Bab Karoun to Djeb el Berkane, thirteen miles north of Kiffane.

The rain is delaying operations, but the French have reached Jeb el Nadir and Jeb el Braret with cavalry co-operation.

## ABD EL KRIM'S METHODS.

Paris, October 6th.

A message from Tanguier states that Abd el Krim had the Foreign Minister Si Mohamed Zerkane whom he accused of betraying the Rifian cause fired from the mouth of a cannon. Several prominent tribal leaders were also executed.

## LATEST CABLES.

## RAIN INTERVENES.

Madrid, October 7th.

Heavy rains prevented the continuance of the combined French and Spanish cavalry operations in the Melilla sector to-day. Activities in the past 24 hours have been mainly confined to air-raids.

## EARLIER CABLES.

## SOVIET FINANCE.

## STATE BANK PROJECTS LARGE CREDITS.

Moscow, October 6th.

M. Sokolnikov, the Commissary of Finance, has announced that the State Bank has concluded an agreement with a group of the largest German banks whereby the latter will grant the State Bank a credit of 75,000,000 German marks, which, combined with a trade credit, will enable the purchase in Germany of goods on credit valued at 100,000,000 gold marks. A term of "several months" is suggested for the credit. M. Sokolnikov states that this credit is the first of a series of large credit agreements projected by the State Bank.

## SHIPPING STRIKE.

## TROUBLE OVER "ORVIETO'S" COAL.

Sydney, October 6th.

The crew of a collier refused to leave the wharf to coal the *Oriente* which arrived here from Melbourne on October 5th. The wharf labourers also refused to handle the *Oriente's* coal.

The exporters' proposal to pay the striking seamen an extra pound monthly for the homeward journey in view of the disastrous delay in exports was without result, owing, it is believed, to the opposition of the shipowners.

## WHERE IS CHICHERIN?

## REPORTED TO BE IN TWO PLACES AT ONCE.

Berlin, October 6th.

M. Chicherin is still here. He visited President Hindenburg, this being his first time inside the Presidential residence.

Rome, October 6th.

M. Chicherin, who was supposed to be on the way to a health cure in Germany, is reported to have arrived at Merano, in the Trentino.

## ANTI-MALARIA CONGRESS.

## TO MEET AGAIN IN ALGIERS IN FIVE YEARS' TIME.

Rome, October 6th.

The Anti-Malaria Congress closed after unanimously approving the acceptance of the invitation by France to hold the next Congress at Algiers in 1930, the occasion of the centenary of the French occupation of Algeria and the fiftieth anniversary of the discovery of the parasite of malaria in Algeria.

## "HERE'S LUCKSKII!"

## SALE OF VODKA RESUMED IN MOSCOW.

Moscow, October 6th.

The free sale of vodka containing a maximum of 40 per cent. of alcohol, and brandy and liquors with a maximum of 60 per cent. of alcohol has begun.

This measure has been taken in consequence of the improvident use of wheat and rye by the peasantry in making vodka, also the smuggling of liquors.

On the first day of sale, queues lined up outside the shops here.

## FOOTBALL AT HOME.

## ANOTHER DRAW IN GLASGOW CUP.

London, October 6th.

In the Glasgow Cup semi-final replay, the Glasgow Rangers and Celtic played a drawn game of 1 goal apiece.

## LATEST CABLES.

## [REUTER'S AMERICAN SERVICE.]

## COLUMBUS OUT OF DATE.

## NORSEMEN SETTLED IN AMERICA BEFORE HIM.

Halifax, October 7th.

The steamer *Perry*, the aeroplane carrier of the Macmillan Arctic expedition, has arrived here. Captain Macmillan, interviewed, said that he believed discoveries in Labrador would prove conclusively that Norsemen settled in America before the arrival of Columbus. He declared he had discovered one settlement about 1,500 years old.

## EARLIER CABLES.

## PRESIDENT COOLIDGE.

## SAGE MAXIMS ON SECURING PEACE.

Omaha, October 6th.

Addressing a convention of the American Legion, President Coolidge predicted that the world would prepare for another conflict unless racial animosities were demolished and an attitude of universal toleration created. He hoped that America would take the lead in this connection, and begin at home.

Peace and security were more likely to result from fair and honourable dealings and mutual agreements as to the limit of armaments by nations than any attempt at competition in squadrons and battalions. Mr. Coolidge expressed the opinion that the military should be subordinated to and governed by civil authority, therefore any organisation of men in the military service bent on inflaming the public mind for the purpose of forcing the Government to action through the pressure of public opinion was an exceedingly dangerous undertaking and precedent. "America first" was a perfectly correct aspiration for Americans, to cherish, but the problem they had to solve was how to make America first. It could not be done by cultivating national bigotry, arrogance, and selfishness. Hatreds, jealousies, and suspicions would not produce any benefits in this direction.

## MR. LLOYD GEORGE'S FEARS.

## UNHAPPY ABOUT BRITAIN'S OUTLOOK.

Mr. Lloyd George, who for several weeks has been at Criccieth, spoke in the village institute at Llangystumdwy, the village where he spent his boyhood. He said he was there not as a statesman, good, bad, or indifferent, but as an old village lad. He had known that village off and on for sixty years, and he was very devoted to it. He admired its beauty and loved its traditions.

"I am a believer in villages," proceeded Mr. Lloyd George. "I am a believer in the country. I do not know what is going to happen—who does? I do not like the outlook. What follows a great war are just broken waters after a great storm, and they have not calmed down. I feel exactly as I did when, with my wife and daughter, I crossed the whirl of Niagara about two years ago. On that wire rope you look down and you see just a sort of swirl of waters. Looking down like that on what is happening now I can see the same thing, concentrated, slow swirl, which is very terrifying."

"I should feel happier about Britain if there was not such a large proportion of her population concentrated in the dusty, feverish atmosphere of the great cities and industrial areas. I have been saying this for some years, and I am perfectly certain, speaking as a detached man, detached even in politics, that there is no more important question for the statesmen of Britain than the problem of getting a larger proportion of the people to dwell in the calm, secure atmosphere of the country."

Mr. Lloyd George said they had only to look at what a man did to save himself in order to see what the State ought to do. A man who had been working at high pressure in the town sought a week-end rest in the country. It soothed his nerves and tranquillised his whole temperament. He then went back to his work with firmer nerves and judgment. He would like to have the nation go a little more to the country, and it would be better for it.

It was wrong to sneer at the English week-end habit, and it ought to convey its message to statesmanship. The difference between the difficulties of statesmanship to-day and the difficulties of statesmanship after the Napoleonic wars were there, that after the Napoleonic wars there was still about half the nation, if not more, dwelling in the country. To-day four-fifths of the population dwell in the town. That was the measure of the greater difficulties of the problems to-day.

## WOMAN SHOOT A BANDIT.

## TO SAVE THE LIFE OF HER HUSBAND.

An astonishing story of an encounter between a burglar, a bank manager, and his wife, in which the wife shot the burglar dead to save her husband's life, was disclosed at the inquest held on Matthew Kolider, a bank bandit, at St. Catharines, Ontario, recently.

Mrs. W. R. Rodger, wife of the St. David's bank manager, was completely exonerated by the jury.

"We find," from the evidence submitted," said the jury, "that Kolider came to his death from a bullet wound inflicted from a shot fired by Mrs. Rodger in protecting the life of her husband. We also appreciate the heroism shown by Mrs. Rodger, and would recommend that recognition be shown her for her quick action in saving the life of her husband and the property of the bank."

## DOG'S WARNING.

Mr. Rodger, in relating to the jury the account of his death struggle with Kolider, said that the watch dog in the bank "downstairs" barked, and, going down, he found the cellar door open. He let the dog out, and he ran round sniffing, but returned.

He went back to bed, and about four o'clock in the morning his wife woke him with the remark, "Look who's here!" The cat, which had been locked outside the screen door, had jumped on the bed.

Rodger, with the remark, "This house must be haunted," said he started for the verandah, intending to put the cat out, and then go to secure his revolver and make further investigations.

There was suddenly a commotion. "Hands up," and a shot whistled by him. Rodger made a grab for the man who had fired. He could not see him, but grabbed for the point where he saw the flash.

## THE STRUGGLE.

He seized the man's arm, and they struggled for possession of the gun. They worked out on to the verandah, and Rodger thought he had the gun turned on the man so he could pull the trigger, but Kolider wrenched free and began to belabour Rodger over the head with the butt.

Mrs. Rodger then fired, and Kolider went over. Seizing the gun, Rodger held it over him and ordered him not to move.

"Mrs. Rodger shot the man through the door," said Rodger. "I saw her through the screen as I struggled with the man, and I think she asked me if I was hurt."

Rodger said he did not think his wife had ever fired a gun before in her life.

## SCHOOL TUCKSHOPS.

## EVIL OR BLESSING?

Dr. Vaughan, headmaster of Rugby School, presided at a discussion at a meeting of the Educational Section of the British Association on diet in relation to health in schools.

Dr. G. E. Friend said it was not always generally recognised that the proper functioning and development of the mind depended at least as much on the ability of the cook and caterer as on the ability of the schoolmaster. Super as a regular meal he believed to be unnecessary and harmful. Tuckshops were probably necessary evils. It was possible that they possessed aesthetic and educational advantages, but they should always be under strict supervision, and should never be opened until after dinner.

"Hampers, if allowed at all, should be limited in number and quality, and be subject to restrictive measures. Having dwelt upon the importance not only of quality in school food, but also in the efficiency and cleanliness of its service, Dr. Friend said that too little time was sometimes allowed for meals. Thirty minutes at least should be given to breakfast, and thirty or forty minutes to dinner. Lack of variety was also a fault that was too common. Nothing was so likely to destroy a boy's appetite than the certainty that every Friday there would be porridge for breakfast, stew for dinner, and plum jam for tea during every week of the term."

Mr. Douglas Berridge, house master at Malvern College, disagreed with Dr. Friend's attitude towards the tuckshop, which in his opinion was an almost unmitigated blessing, since it enabled the pupils to obtain the carbohydrates they needed in the form in which they were most quickly used. He loved to see the boys rush off to the tuckshop after a meal.

As to the art of feeding in almost every school, there were houses with a reputation for good feeding and others where the pupils complained that the grub was bad. Yet the physique of the boys showed no difference, and there was little if any difference in the butchers' bills. The fact that one house liked its food better than another was due entirely to the house master, or what was vastly more important, one housemaster's wife taking more trouble, and having more imagination than the other. An adult in a restaurant required good cooking, variety, clean linen, and good service. Had not the boys and girls the right to ask for them also. As to the cooking, the cook of one house sent up codfish without removing their eyes; the boys saw it, and were at once "off their food." Clean linen did increase laundry bills, but he sympathised with the old lady who once said she would far rather dine off bread and cheese on a well-appointed table than on a seven-course meal served on tables covered with American cloth.

## FROM GRAIN TO MARGATE.

## A PLEASANT TOUR THROUGH DICKENS' COUNTRY.

Last Thursday I said to Belinda, "The rain has ceased; a heat-wave is promised; we will oil and grease Elizabeth III., and take our road trip round Kent, from—Grain to Dungeness—three days. The first stage is through the Dickens country."

We left Gravesend looking away from the narrow streets to the wide Thames, with liners and tawny-sailed boats. Soon we turned north up a little hill to Chalk, which is one way to the Isle of Grain, now no longer an island.

At Chalk Dickens spent his honeymoon, and began "Pickwick." Over the door of the church is the "funny monk," at which he always paused to smile on his walks through the marshes. We climbed the church tower, touched the bell 800 years old, and saw on the tower-top the remnant of the brazier from which, in old days, they signalled from church tower to church tower. This is the country of "Great Expectations." Northward, over the marshes, is Cliffe, where lived Joe Gargery and his wife, Pip's sister, who brought Pip up "by hand." Miss Havisham's house was at Rochester.

We did not stay long at Cliffe, for a mile or so farther is Cooling, where, in the churchyard, Pip first met the convict. There are the "lozenge tombs," and there by this lonely, but now famous, God's acre I saw a child playing who might have been Pip.

In a half an hour or so, when we had journeyed eastward to Grain, at the mouth of the Medway, we saw the perfect modern fort—ugh!—terribly effective, entirely unpicturesque.

Grain is not yet called Grain-on-Sea, but if I was forced to spend a month in an unfrequented place, with a tent and a sailing-boat—Grain might tempt me. Just across the Medway—it looks upon a mile—is Sheerness, or Sheerness-on-Sea; but as Elizabeth III. does not swim, we had to run back, a lovely ride, with Medway views all the way, to Rochester, a famous city, a Dickens city, but a city that would take first prize for the noisiest trams. After a wakeful night we took the Old Dover Road, and turned north at Key-street, for the Isle of Sheppey (the Isle of Sheep), which is divided from the main land by the Swale.

The Swale is crossed at Kingsferry by a bridge—tall eighteen paces. This pleasant, pastoral land—sheep, cattle and market produce—does not prepare one for, ancient Queensborough—"nothing happens here now," said a small boy—or menacing Sheerness with its crowds of workmen, returning from dinner. My concern was not with the Royal Dockyard, but with Sheerness-on-Sea as a summer playground. It is a tiny South-east. The people provide their own amusements. I could look all day at the passing ships.

Inland there is history, in the churches of Minster, going back to a seventh-century Saxon minster; the highest point of the Isle of Sheppey—such views—and Eastchurch! All seems to change except the old churches. The history of England is written in their monuments.

To the far east is Leydown—unspoiled. If I could return in half a century I should probably find this glorious site town-planned into seaside villas on tree-bordered roads.

Airplanes swooped and darted overhead. One of them could have carried us across the Swale to Whitstable in a few minutes; but Elizabeth III. resents airplanes.

"How about Harty Ferry?" I asked a resident. He laughed. "Harty Ferry is an old-fashioned ferry."

So we returned to the bridge at Kings Ferry and ran through Milton Regis to Sittingbourne, on the Old Dover Road; then on to Faversham and nor west to Whitstable.

"I wish there was an R in the month," said Belinda. An alternative we were photographed by a swartzy roadside artist with a push-cart exhibiting examples of his skill.

At these old coast towns do not reveal their secrets in the month of August! The glamour of the holiday month—brown limbs and bright eyes—hides the ancient ways.

Herne Bay was "even more summery (the heat wave had come), and the night was falling on light feet and laughter. I said to Belinda, "Let us push on to Reculver and seek a lodging there."

"Twin-towered battered Reculver! Here stood the Roman fortress of Regulium at the opening of the Wantsum River, then a wide inlet, now gone—a guard castle, like Greater Richborough, of the Saxon shore, a fortified base—the Isle of Thanet. The church was built on the Roman site about 870, and when it was wickedly destroyed in 1899 the towers were preserved, by order, as a landmark for mariners."

We found no beds at windy Reculver. It was August; it was full; it was noisy, for the charabancs had not yet gone home.

We decided to push on to Margate. We went through the dark by winding lanes to Chislet and Upstreet, where we struck the Canterbury-Margate road.

Birchington, with its memories of Rossetti. More charabancs getting ready to return home. "Wentgate-on-Sea, which has retained its late Victorian propriety—open country, spacious country, humps and fields of golden grain, stretches of sugar-beets, and cabbages; twinkling lights ahead; then streets, white trousers, butterfly dresses; clean, bracing air."

"Where are we?" I asked a wayfarer in a blazer. "Where are you? Nayland-Rock! Did you think you was at Clifton-ville? Give me Nayland-Rock every time!" And his girl laughed.

"Here," I said to Belinda, "we will put our good little Lizzie to bed. Look at the crowds on that walk by the sea! Hark to the din! From Grain to Margate! That shall be the title of my article."—C. T. Hiss in *Daily Chronicle*.

## SNOW IN SCOTLAND.

## GALES ON THE ENGLISH COAST.

## ADVENT OF WINTER.

London, September 4th.

Snow in the Highlands, gales and abnormally high tides all round the coasts, and a bitter Polar wind in London are among the vagaries of the weather reported to-day.

During a gale in the Mersey the Canadian Pacific liner *Montcalm* broke her moorings, the Cunarder *Aurania* fouled her propeller, and several other vessels dragged their anchors.

Tents were washed away or buried in sand by the sea at Broadstairs, where such a high tide has not been seen for years. At Hornsea, in Yorkshire, the sea invaded the land to such an extent that fields were flooded, and the residents are moving about in boats.

There were remarkable scenes on the sands at Broadstairs due to an abnormally high tide.

During the night a strong north-easterly wind drove the sea right up to the back of the main bay, washing away tents a dozen yards or more. Other tents were buried three and four feet deep in sand.

## DIGGING FOR GOODS.

After their tenants arrived to-day on strong detachment of volunteers was soon at work with spades digging for the hidden goods, and there were loud cheers when something hopelessly ruined was salvaged.

People had left in the tents clothing, parasols, shawls, wraps, tennis racquets, and the usual paraphernalia which accompanies parties at the seaside. Everything was ruined.

Such a heavy high tide has not been seen at Broadstairs for four years.

There was a sharp frost at Brighton during the night and a shrewd nip in the air to-day. Furs and overcoats were worn by many visitors.

## FIELDS UNDER WATER.

Extraordinary high seas were experienced last night at Hornsea, the Yorkshire seaside resort, which is crowded with visitors from Hull. The waves dashed over the promenade and tore above sentries from their fastenings, and these floated away.

The sea came right from the beach to the railway station, and just it on one side, but trains were not affected.

Inland fields are flooded, and visitors living in bungalows had to get to the station and shops to-day on horseback or in boats.

## "ESQUIRE."

## BARONET'S SON'S COMPLAINT.

A singular letter from the son of a baronet, alleging incivility on the part of the Norwich police and discomfiting in not addressing him as "Esquire," was read at Norwich Police-court on August 25th. Nigel Courtenay Musgrave, described as independent, of 25, Half-Moon-street, London, was summoned for causing an obstruction with his motor-car. It was stated by the police that the car held up the tram traffic for several minutes, when defendant was seen to come out of the Hippodrome. He was asked three times by the police if the car belonged to him, but refused to answer. When told that he would be reported he made no reply, but drove off in his car. The police denied any incivility towards him.

The Lord Mayor read a letter from the defendant which had been addressed to the Chief Constable, as follows:

Dear Sir—I received the enclosed summons to-day at my father's—Sir Richard Musgrave, Bt's—house, and should be very much obliged if you would be good enough to have my full name and proper designation inscribed thereon. I think you will find, if it would not be putting you to much trouble in looking up "Burke's Peerage and Baronetage," that, being the eldest and only son of my father, I am entitled to the designation, after name, of "Esquire," although no doubt the inspector who was so very rude to me on the 15th of July last still considers that I am a criminal outcast, and not even entitled to be addressed as "Sir," which I believe it is the duty of an inspector and ordinary constable when speaking to a gentleman to address him and speak to him as such. I recently saw my cousin, Lord Hastings, about the matter, and he advised me to take up the whole matter, which I intend to do; and if, which I quite understand, you are unable to deal with the matter in the right way, I shall go and see the Lord Lieutenant of the county about the whole thing, whom I know personally very well, and he will advise me as to the best course to be adopted. I very much regret having left my car and thereby causing an obstruction, and I shall pay the fine, whatever it amounts to, which I have no cause to complain of; but what I do very deeply and strongly resent is the insolent manner in which I was treated by the police, and the public have a right to bring these matters to notice, as in the recent case of Major Sheppard—Yours truly, Courtenay Musgrave.

Bachelors' Club, Piccadilly, W.

August 5th.

The Lord Mayor: It is a storm in a teacup. I am really sorry for the man who writes such a letter as this. In a few years he will be dust; as we all will; and this nonsense is very touching.

A fine of 10s. and 10s. costs was imposed. The Lord Mayor saying that the defendant treated it as an offence of many human being and with due regard to defendant's dignity.











## SHIPPING NEWS

## ARRIVALS.

October 8th.  
*Wito Maru*, Japanese schooner, 1,238 tons, Capt. N. Sasaki, from Dairen, with 2,510 tons of bean and coal, lying at buoy No. C38.—O.S.K.

*Van Unon*, Dutch str., 2,983 tons, Capt. G. Hingensicker, from Singapore, with a general cargo, lying at buoy No. B22.—J.C.C.L.

## October 7th.

*Diorno*, British str., 1,297 tons, Capt. J. H. Van Den Berg, from Haiphong and Hoilow, with 710 tons of general cargo, lying at buoy No. C38.—Shun Tai S.S. Co.

*Howes Castle*, British str., 3,634 tons, Capt. W. Donohue, from New York and Hoilow, with a general cargo, lying at buoy No. A23.—Dodwell & Co.

*Hoi Nam*, Portuguese str., 848 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at buoy No. C41.—Kwang O. S.S. Co.

*Myi Rangra*, British str., 560 tons, Capt. E. Bentley, from Swatow, with a general cargo, lying at Chiu On wharf.—Chiu On S.S. Co.

*Zwangschor*, British str., 1,572 tons, Capt. F. C. Lovegrove, from Bangkok and Hoilow, with a general cargo, lying at buoy No. A31.—B. & S.

*Sunking*, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C42.—Man Yick & Co.

## CLEARANCES.

## October 7th.

*Empress of Asia*, for Manila.

*Hanyang*, for Newchwang.

*Kotai Maru*, for Swatow.

*Lake Farner*, for Canton.

*Nitta Maru*, for Dairen.

*Sydney Maru*, for Keelung.

*Taito Maru*, for Keelung.

*Tan Clapp*, for Swatow.

*Walton Hall*, for Cebu.

## SHIPPING MOVEMENTS.

The B.I. and Apecar Company's s.s. *Talamba* left Kobe for this port on October 5th, and is due here on October 10th.

## SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 73, of which 40 were British, a further reduction on the previous day's total of 75, and British 48.

For the 24 hours ended at 9 a.m. yesterday there were six arrivals, of which one was British, one Portuguese, one Dutch, one Japanese, and two Chinese. The departures for the same period numbered 12; while there were two vessels clearing.

The arrivals for the period mentioned were the s.s. *Empress of Asia* (Br.) from Vancouver and Shanghai with 317 tons of general cargo and mail; the s.s. *Hoi Nam* (Portuguese) from Kwang Chow Wan with 300 tons of general cargo, 294 pigs, 65 goats, 100 crates of fowls and mail; the s.s. *Van Unon* (Dutch) from Belawan-Deli and Singapore, with 576 tons of general cargo and mail; the s.s. *Nitta Maru* (Japanese) from Dairen with coal, beans, livestock and general cargo (2,510 tons); the s.s. *Sun Kung* (Chinese) from Kwang Chow Wan with 250 tons of general cargo and chickens and the s.s. *Tong Hing* (Chinese) from Shanghai and Canton with a nil entry.

Mails due this week are:—Europe via Negapatam (letters only), London, September 10th, by the s.s. *Van Unon* to-day; from Manila, by the s.s. *President Jackson* to-morrow; and the s.s. *President Jackson* on Sunday; Australia and Manila, by the s.s. *St. Albans* to-morrow and by the s.s. *Chong* next Tuesday; Canada, U.S.A., Japan and Shanghai, by the s.s. *President McKinley* next Thursday.

## GERMAN SECURITIES AND BONDS.

The German Consul-General forwards as the following:—

Under the date of August 29th the German Government Gazette (the *Reichsanzeiger*) announced that certain private securities (hypothecated debts, etc.) as well as Industrial Applications (Bonds) would be increased in value from 15 to 25 per cent., providing that the owner could show proof that the same were in his possession prior to July 1st, 1920.

Anyone holding such securities or industrial bonds is advised to have the same registered in Germany not later than December 31st, 1925, which is the time of expiration for any claim.

Inasmuch as the laws and by-laws concerning registration are rather difficult for a layman to understand, it would be advisable to turn the securities, etc., over to a lawyer or a bank in Germany for registration and collection.

## CANADIAN PACIFIC

EMPRESS EXPRESS  
QUICKEST TIME ACROSS THE PACIFIC

LARGEST, FASTEST AND MOST LUXURIOUS STEAMSHIPS

SPECIAL FARES TO EUROPE

£120 £112 £83 £80

(PAYABLE IN LOCAL CURRENCY)

BOOKINGS NOW OPEN FOR 1926

VICTORIA AND VANCOUVER

via SHANGHAI AND JAPAN PORTS

STEAMER	Hong	Shai	Kobe	Yamaguchi	Vancouver
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 30	Nov. 3	Nov. 6	Nov. 9	Nov. 18
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 3	Dec. 6	Dec. 15

STEAMER	Hong	Shai	Kobe	Yamaguchi	Vancouver
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 31	Feb. 10
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 14	Feb. 23
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 28	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 23
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 28	Mar. 37
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 20
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 25	May 4
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 9	May 18
EMPRESS OF CANADA	May 14	May 17	May 20	May 23	May 32
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 6	June 15
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 20	June 29
EMPRESS OF ASIA	June 25	June 28	July 1	July 4	July 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

## HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 21	Oct. 23	Oct. 24	Oct. 26
Nov. 4	Nov. 6	Nov. 7	Nov. 9

Passenger Department: Tel. C. 752. Cable: GACANPAC.  
 Freight and Express: Tel. C. 42. Cable: NAUTILUS.



## SAILINGS SUBJECT TO ALTERATION.

## VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai &amp; Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America \$3400, \$3420, \$3440

YOKOHAMA MARU ... Wednesday, 25th Oct. at 11 a.m.

KAGA MARU ... Thursday, 19th Nov.

MARSEILLES, LONDON &amp; ANTWERP via Singapore &amp; Ports

SUWA MARU ... Saturday, 10th Oct., at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct., at 11 a.m.

HAKOZAKI MARU ... Saturday, 7th Nov.

HAMBURG via LONDON &amp; ROTTERDAM.

MITO MARU ... End of Oct.

LIVERPOOL via ADEN &amp; MARSEILLES.

TSUSHIMA MARU ... Middle Nov.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 13th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban &amp; Cape Town, Delagoa Bay &amp; Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MURORAN MARU ... Sunday, 11th Oct.

BOMBAY via Singapore, Penang &amp; Colombo.

TOTTORI MARU ... Tuesday, 13th Oct.

NAGASAKI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBE &amp; YOKOHAMA.

TOKUSHIMA MARU (Moji direct) ... Friday, 9th Oct.

RANGOON MARU ... Wednesday, 14th Oct.

CEYLON MARU ... Sunday, 18th Oct.

KITANO MARU ... Wednesday, 20th Oct.

For further information, apply to: NIPPON YUSEN KAISHA.

Telephone Central Nos. 292, 293 &amp; 2423. S. KINOSHITA, Manager.

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## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

## SAILINGS SUBJECT TO ALTERATION.

STEAMER	Day	Time
TIENHSIN	Thursday	8th Oct., at Noon
RANGKOK	Thursday	8th Oct., at Noon
HAIPHONG via HOIHOW	Friday	9th Oct., at 9 a.m.
STRAITS & CALCUTTA	Saturday	10th Oct., at 3 p.m.
SHANGHAI via SWATOW	Sunday	11th Oct., at 7 a.m.
RANGKOK	Sunday	11th Oct., at 7 a.m.
KORE via MOJI	Monday	12th Oct., at Noon
SHANGHAI via SWATOW	Tuesday	13th Oct., at 7 a.m.
STRAITS & CALCUTTA	Wednesday	14th Oct., at 3 p.m.
KORE via MOJI	Thursday	15th Oct., at 7 a.m.

## REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

STEAMER	Day	Time
SHANGHAI—HONGKONG—JAPAN LINE	EVERY TEN DAYS	
HONGKONG—MANILA LINE	EVERY THREE DAYS	
HONGKONG—HAIPHONG LINE	EVERY SATURDAY FROM BOX PAIR	
HONGKONG—BORNEO LINE	EVERY SUNDAY FROM BOX PAIR	
HONGKONG—TIENHSIN LINE	EVERY NIGHT	
HONGKONG—RANGKOK LINE	EVERY WEEK	

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGERS

Telephone Central No. 515.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

## U.K.—STRAITS, CHINA &amp; JAPAN SERVICE

## OUTWARDS.

Vessel	Day	Time
"CARNARTHENSHIRE"	15th Oct.	
"GLENSANDRA"	1st Nov.	
"GLENTARA"	12th	
"GLENSHIRE"	24th	

## HOMWARDS.

Vessel	Day	Time
"CARNARTHENSHIRE"	24th Nov.	
"GLENSANDRA"	10th Dec.	
"GLENTARA"	24th	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON &amp; CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone Central No. 515 sub-ex. 22, and Central 5516.

AMERICAN  
ORIENTAL MAIL LINEOperated for UNITED STATES SHIPPING BOARD by  
ADMIRAL ORIENTAL LINE, Managing Operators.

## FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

FOR SEATTLE, ETC.

SHANGHAI—KOBE—YOKOHAMA

STEAMER	Day	Time
"PRESIDENT JACKSON"	Oct. 12th, 5.00 p.m.	
"PRESIDENT McKINLEY"	Oct. 24th, 5.00 p.m.	
"PRESIDENT JEFFERSON"	Nov. 5th, 5.00 p.m.	

## TO EUROPE—£120—£112—£110

## FOR MANILA

STEAMER	Day	Time
"PRESIDENT McKINLEY"	Oct. 18th, 5.00 p.m.	
"PRESIDENT JEFFERSON"	Oct. 28th, 5.00 p.m.	

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK. For Passage and Freight Booking apply to ADMIRAL ORIENTAL LINE, Managing Operators.

Telephone Central 2477, 2478 &amp; 795. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC  
COMPANY, LIMITED.

## GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

M.V. "NANKING"

Subject to change without Notice. For further particulars, please apply to GILMAN &amp; CO., LTD.

25.

## HAMBURG-AMERIKA LINE.

## THE Steamship

"OLDENBURG"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims must reach us by 7th October, 1925, or they will not be recognised.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. on 5th October, 1925.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JEBSEN &amp; Co., Agents.

Hongkong, 1st October, 1925.

[2706]

## THE NEW LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

## THE Steamship

"BENRINNES"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Steamers must be presented to the Underwriters on or before 18th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; CO., LTD., Agents.

Hongkong, 2nd October, 1925.

[2707]

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. E. L. Akel  
 Mr. H. E. Akel  
 Mr. & Mrs. S. M. Bander  
 Mr. & Mrs. R. W. Bateman

Mr. N. Beale  
 Mr. A. Becker  
 Mrs. E. B. Bellio  
 Mr. R. J. Birbeck  
 Mr. E. G. Bolos  
 Mr. T. Bramwell  
 Mr. & Mrs. E. W. G. Burns & 2 children  
 Mr. P. L. Butler  
 Mr. D. E. Capleman  
 Mr. W. B. Champlier  
 Mr. B. W.

Mr. J. E. Ollerton  
 Mr. E. A. Larsen  
 Mr. & Mrs. C. Lanriber  
 Mr. Leary  
 Mrs. & Miss Leavell  
 Mrs. E. Lester  
 Mr. A. Lester  
 Mr. & Mrs. C. Mancione  
 Mr. C. L. Mannar  
 Mr. S. S. McKee  
 Mrs. D. Metcalf  
 Mrs. O. Nelson  
 Mrs. W. H. Northey

Mr. J. E. Ollerton  
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 Mrs. E. Lester







